VOL. CCX, No. 2743

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THE SPHERE, SEPTEMBER 6, 1952
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the SPHERE

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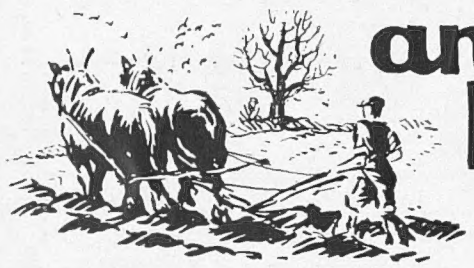
SEPTEMBER

Partridge potting begins on the first, when hostilities open also against natives who are killed and eaten by the dozen.

At Braemar capers and cabers are cut and tossed.



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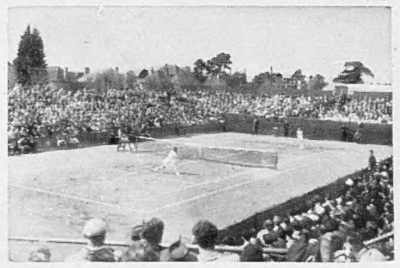

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Volume CCX No. 2743 The SPHERE, London, September 6, 1952

The SPHERE

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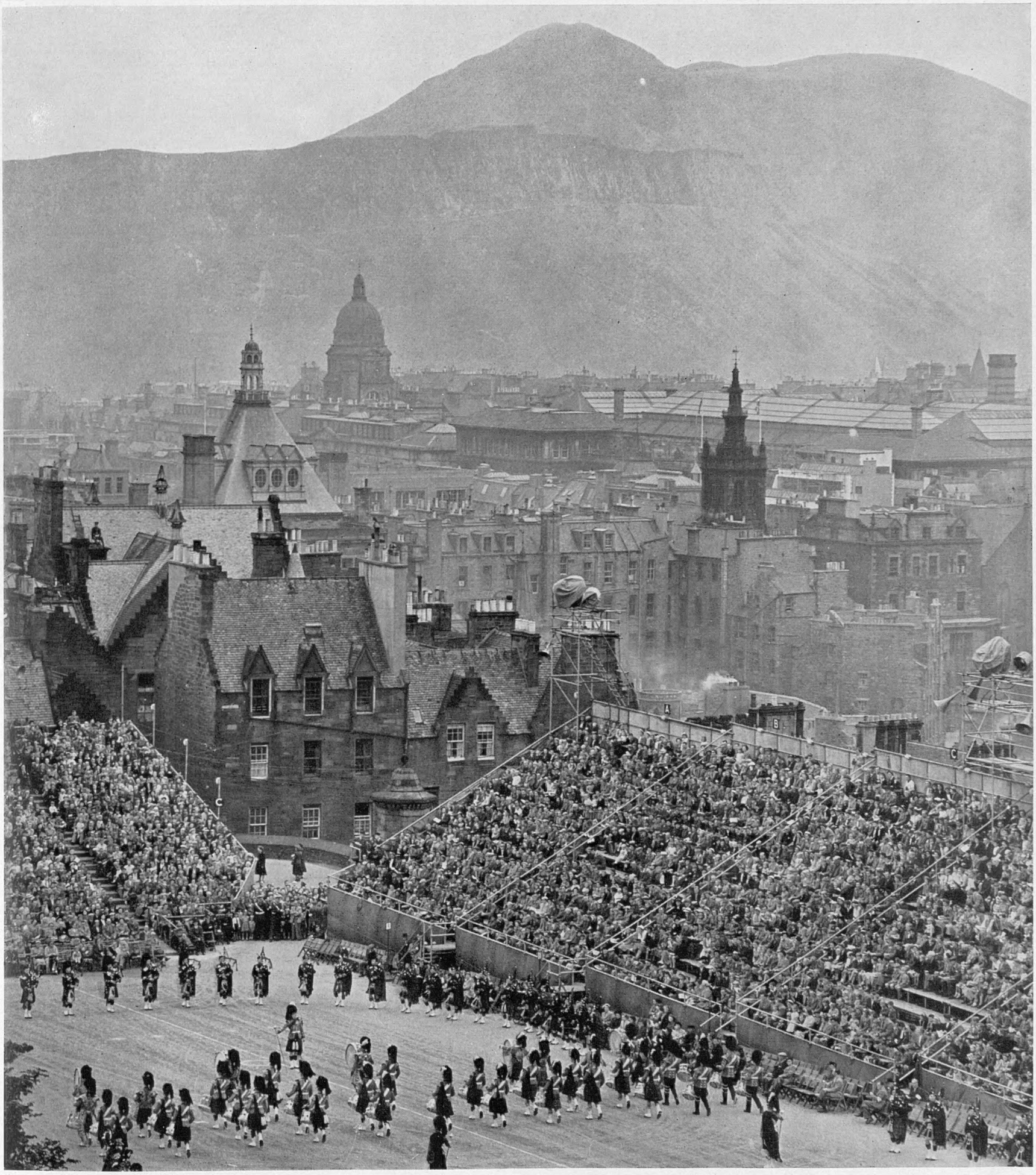

WATCHING THE EDINBURGH TATTOO—THE VAST AUDIENCE SEES THE MARCHING AND COUNTER-MARCHING OF THE MASSED PIPES AND DRUMS OF THE SCOTS GUARDS, THE BLACK WATCH AND OTHER UNITS ON THE CASTLE ESPLANADE: This year the military tattoo has been the outstanding feature of the Festival, and the evening performances and the Saturday matinee have produced packed audiences. Arthur's Seat is seen in the background.

To-day, Saturday, September 6, the Edinburgh Festival—the sixth of its kind—comes to a glorious end with the final performance of the military tattoo upon the Castle Esplanade and a magnificent display of fireworks. The Festival of 1952 has been a glorious success in every way, with the Hamburg State Opera, the New York City Ballet and a host of international musicians taking part. The tattoo itself had a more international flavour than previously, and if the massed bands of pipers were the popular favourites, the Royal Netherlands Grenadiers' Band and the Garde Republicaine from Paris must have run them very close. The Festival of 1952 has, above all, shown that an adventurous approach on the part of the organisers is welcomed by the public, rather than a simple following of the pattern of past successes.

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The SPHERE with which is incorporated THE GRAPHIC

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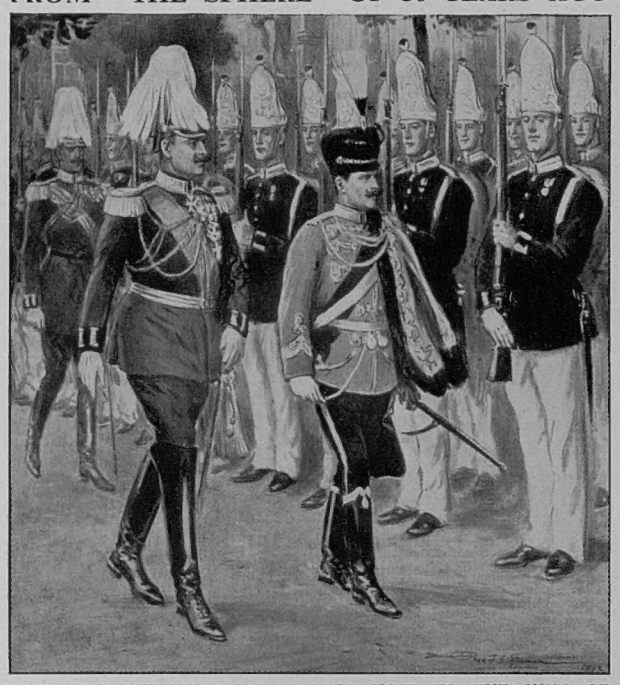
FROM "THE SPHERE" OF 50 YEARS AGO



WHEN THE GERMAN EMPEROR WAS HOST TO THE KING OF ITALY: This drawing by Percy F. S. Spence, which formed the frontispiece of "The Sphere" on September 6, 1902, shows the Italian King, accompanied by the Kaiser, inspecting the guard of honour following his arrival in Berlin. The King's entry into Berlin on August 28, 1902, was made amid great popular enthusiasm.

NOTICE TO CONTRIBUTORS

Drawings.—*The Art Editor will be pleased to consider artists' specimens and has an especial interest in architectural, shipping, aeronautical, industrial and scientific subjects. It is essential that contributors have a high standard of technical accuracy, as well as of artistic merit. Artists should make an appointment with the Art Editor before submitting their work, or should write to him giving a brief description of its scope if they wish to send specimens through the post. All work should bear a short description and the name and address of the contributor, together with stamps for its return through the post should this be necessary. It is essential that the copyright of all drawings is at the disposal of the owner, as* THE SPHERE *generally publishes the work only after obtaining all rights.*

Photography.—*Topical photographs of news events and of personalities in the news will always be considered. It is absolutely essential that these are fully and accurately captioned. Negatives will not be considered and photoprints should be at least* 8 *ins. by* 6 *ins. The copyright of such pictures must be at the disposal of the sender, postage included for those sent by mail.*

Manuscripts.—*Articles and Synopses should always be sent direct to the Editor and, if possible, accompanied with illustrations and photographs. In each case the pictures should be adequately captioned. Articles are required on all subjects relating to the news of the day, ranging in length from* 750 *words to* 2,000 *words.*

IN NEXT WEEK'S ISSUE

CANADA'S ECONOMIC MASTERY

By DENIS BROGAN

With Illustrations by Gordon Nicoll

A London Newsletter

195-198, STRAND, W.C.2.

Britain's Lead in the Air.—The annual flying display and static exhibition of the Society of British Aircraft Constructors, which has been bringing hosts of experts to Farnborough this week, comes at a time when Britain's long lead in civil and military aviation is beginning to be apparent to the world. It is an extraordinary lead, with the Comet, that luxury express of the skies, already blazing trails to the Southern Hemisphere and across Asia; the Bristol Britannia, the 100-passenger express of the immediate future, and the Viscount, the medium-distance turbo-jet, giving airline operators all over the world much upon which to ponder. In military aviation the British leap in progress is no less dramatic, and the appearance of Britain's first delta-wing bomber, the four-jet Avro 698, which made its maiden flight last Saturday, is revolutionary indeed. With its wide and deep wings, it seems that the delta design may have far-reaching influence upon civil aviation as well, enabling passengers to travel in the lounge-like comfort allowed by this type of design. 1952 may go down indeed in the annals of aviation as delta year, just as 1941 will always be remembered as the first year in which British jets flew. Elsewhere in this issue of THE SPHERE John Taylor describes in detail some of the outstanding features of the Farnborough show, a show in which Britons can take the deepest pride, for the progress indicated at Farnborough may well mean that this country will dominate the carrying trade of the world for a generation to come. Let us hope that the lead thus made will never be relinquished, and that in aviation we will set the style for the flexible economy upon which Britain's future may well depend. In other words, that we shall make for the world the things we make best; that they shall be essentially those products of our skill which are not vitally tied up with hard-to-get raw materials. Among these products Comets are, of course, a supreme example, dollar earners *par excellence*, which do not unduly tax our raw material resources.

The Boreham Wood Decision.—The closing-down order on this London County Council estate must have been a bitter blow to those elements in the building trade unions who thought apparently there was no end to the tail-twisting they could achieve with unofficial strikes and go-slow operations. These tactics had already had a serious effect on the final cost of the Boreham Wood housing scheme, and so with characteristic energy and acting in the midst of the Council's recess, Mr. I. J. Hayward, the L.C.C. leader, stepped in and closed down the whole project. At a joint meeting of Council and trade union representatives, it was agreed to keep the work going, but not before the whole vile principle of go-slow had been exposed for the anti-social weapon that it is. At a time when Londoners have a dire housing need, when there are still 160,000 on the L.C.C. waiting lists, at least half of them with a basic housing need, go slow is additionally hateful and harmful.

Erasmus at Vereeniging.—Fifty years ago the little town of Vereeniging, lying on the Vaal River fifty miles south of Johannesburg, was the scene of the Treaty of Peace signed between Great Britain and the two Boer Republics of the Transvaal and the Orange Free State. It was a just treaty following what many believed to have been an unjust war, and with men like Botha and Smuts, the old enemies of Britain, backing the treaty it seemed certain that South Africa would rise to be a great nation in the councils of the world, above all a nation enjoying freedom, whose people of differing race and creed would be brought in the fullness of time into a close-knit community. In the first years after that treaty, thanks largely to the wisdom of Botha, Smuts and Milner, the prospects of that bright future did not diminish. The Nationalist cloud was dim upon the horizon. Now, fifty years later, a National Defence Minister, bearing the strangely inappropriate surname of Erasmus, descends upon that same little town of Vereeniging and, speaking at a congress of National Party Youth groups, declares that South Africa has been set back fifty years by the Cape Supreme Court judgment on the Malan Government's High Court of Parliament Act. "You thought you were free and independent," he roared. "But it is now clear that the hand of the conqueror still lies heavily upon your heads. The decision comes as a heavy blow and means that the form of freedom we now enjoy is a farce." Mr. Erasmus himself seems to be no mean hand at turning back the clock, for he speaks in the accents of Kruger's day, engendering the same kind of bitterness, and it is strange that he should have chosen for his speech a place of such historic import whose very name in Afrikaans means union.

The Battle of Lynmouth.—The first appeal for military help to cope with the situation in the shattered West Country resort reached the 264th Scottish Beach Brigade camp at Braunton at 3 a.m. on Saturday, August 16. At that time only advance parties of the unit were in camp, but Dukws went off at once to engage in rescue work and they were followed closely by water trucks and trailers to relieve the water famine caused by the destruction of the mains. Subsequently, as Territorials and Z men of the Beach Brigade arrived in camp, Beach Brigade Signals linked up Lynmouth with the outer world. Cranes, bulldozers and recovery vehicles arrived to start clearance work, and 102 Corps Engineer Regiment began the task of replacing missing bridges with Bailey material that had arrived with notable promptitude from Weyhill. Nine days later the Engineers had already bridged the Exe and Barle in three places and had two more bridges in hand. Morale was sky-high among the troops. The British soldier is never happier than when there is a job to be done, and this is a job he has done superlatively well.

HE CAME TO BUY THE COMET AIRLINERS

CAPTAIN RICKENBACKER (RIGHT), PRESIDENT OF THE EASTERN AIRLINES OF U.S.A., ARRIVES IN LONDON TO ATTEND THE SOCIETY OF BRITISH AIRCRAFT CONSTRUCTORS' DISPLAY AND EXHIBITION AT FARNBOROUGH: Accompanying Captain Rickenbacker as he left London Airport was Lord Douglas of Kirtleside, chairman of British European Airways. Captain Rickenbacker, a World War I fighter ace, also came to London to negotiate a deal involving thirty-five to fifty British Comet airliners.

The Troubles of General Eisenhower.—By all accounts there were many American Legionaries who were deeply mystified at the disjointed nature of General Eisenhower's speech at the Madison Square Garden Convention of the Legion. The speech was one that should have won the wildest applause, for it contained the usual assertions regarding the intentions of the Kremlin and the sufferings of those beneath the Russian pall, but somehow or other it misfired. The Press also noticed that there were marked departures from the issued script. Then, two days later, came the explanation. That fiendish device, the teleprompter, which is supposed to unroll the speech in large letters before the speaker and to keep pace with him, had begun unrolling too early. While the luckless General was making some impromptu remarks at the beginning the teleprompter was galloping on ahead. Every now and then the General saw some phrase which he had to include, and accordingly he injected it into his remarks; but he had neither the experience nor the mental agility to snatch triumph from the midst of disaster. Perhaps this minor political tragedy has a lesson for all of us, whether we are speaking at the opening of a bazaar or giving a vote of thanks at the end of a dinner.

Too much closely worded script is fatal to fluent, coherent delivery. The true answer in all public speaking is surely to rehearse one's subject-matter fully, to know the trend of the argument in all its detail, and to use only the barest headline notes as a reminder of each step in the speech's development.

The American Campaign Starts in Earnest.—While General Eisenhower has his manifold problems, not the least of which has been his failure to date to emerge with a clear-cut, hard-hitting policy, thus incurring the editorial displeasure of the powerful Scripps-Howard chain of newspapers, Governor Adlai Stevenson appears to have put hardly a foot wrong. While Eisenhower operates from a vast Denver headquarters, replete with all the modern machinery of political propaganda, Stevenson directs his campaign from a modest building near the Governor's mansion in Springfield, the Illinois State capital. Some people might say that the Springfield "set-up" is woefully inadequate for the task in hand, but it is known that Stevenson's aides are brimming with enthusiasm and that they have the utmost confidence in a chief who knows his own mind.

Kon-Tiki Theorising.—Thor Heyerdahl's astonishing journey of more than 4,000 miles across the Pacific in a balsa raft was made with a view to proving once and for all the theory that the Polynesian people, the eastern-most islanders of the Pacific, had their origin not in a series of migrations eastward from the Indies, as has been popularly supposed, but in migrations westwards from the coasts of the Americas. There may have been a veneer of Asiatic influence at a later date, Mr. Heyerdahl allows, but the basis of Polynesian civilisation is from the continent on the east. In proof of this theory, which the majority of anthropologists find it impossible to accept, Mr. Heyerdahl has now written a volume of 500,000 words (*American Indians in the Pacific*), a monumental effort, which, as Mr. Robert Gibbings has said, is enough to bludgeon anyone into acceptance of the theory. Mr. Heyerdahl marshals his facts with much skill, and the new and undeniable evidence of blood groups may certainly prove one of the most potent of these facts in swaying opinion towards the new conception. It has been found that whereas blood group B reaches its world maximum in India and is high throughout Eastern Asia, including Indonesia, Melanesia and Micronesia, there is a clear break at the border of Polynesia. There, as among the aboriginal Americas, it is either extremely low or non-existent. Amid all the persisting uncertainties surrounding this question one thing at least now appears to be certain; that the earliest inhabitants of Polynesia did come by water. Their islands were not the mountain peaks of a sunken continent. Geologists, by recent borings of the sea-floor, have settled this question once and for all by verifying that the general distribution of land and sea in the area has been unaltered for at least the last 1,000,000 years.

The Home of Samuel Richardson.—The Grange, North End Crescent, Fulham (lying just by the busy market of the North End Road, one of the most celebrated of London's street markets), seems destined to disappear under a Council housing scheme, and who shall blame a Council whose need of building land is as great as any in the Metropolitan area of London. Fulham History Society and the Society for the Protection of Ancient Buildings represent the other side of the case, and the latter is organising a national protest against the disappearance of this house where Samuel Richardson wrote *Clarissa*, and Burne Jones in a later age worked upon his vast canvases and entertained fellow members of the Pre-Raphaelite Brotherhood. Many and bizarre are the stories told of Samuel Richardson in the days when he dwelt in this delightful rural villa which lay out upon the Hammersmith turnpike, not even in the built-up area of Fulham, then in mid-eighteenth century only just beginning to emerge from its status of fishing and market-garden village on a pleasant bend of the Thames. One story, which used to be related with glee by Sir Richard Phillips at a time when he was pursuing literary researches in the neighbourhood, related to a widow who kept a public house near the corner of North End Lane, about two miles from Hyde Park Corner, where she had lived for about fifty years. I wanted to determine the house in North End Lane in which Samuel Richardson lived, said Sir Richard. She remembered his person, and described him as a "round, short gentleman, who most days passed her door," and she said she used to serve his family with beer. "He used to live and carry on his business in Salisbury Square," said I. "As to that," said she, "I know nothing, for I never was in London." "Never in London!" said I, "and in health with the free use of your limbs!" "No," replied the woman. "I had no business there, and had enough to do at home." "Well then," I observed, "you know your own neighbourhood the better—which was the house of Mr. Richardson, in the next lane?" "I don't know," she replied! "I am as I told you no traveller. *I never was up the lane*—I only know that he did live somewhere up the lane." "Well," said I, "but living in Fulham, you go to church?" "No," said she, "I never have the time; on a Sunday our house is always full—I never was at Fulham but once, and that was when I was married, and many people say that was once too often, though my husband was as good a man as ever broke bread—God rest his soul!"

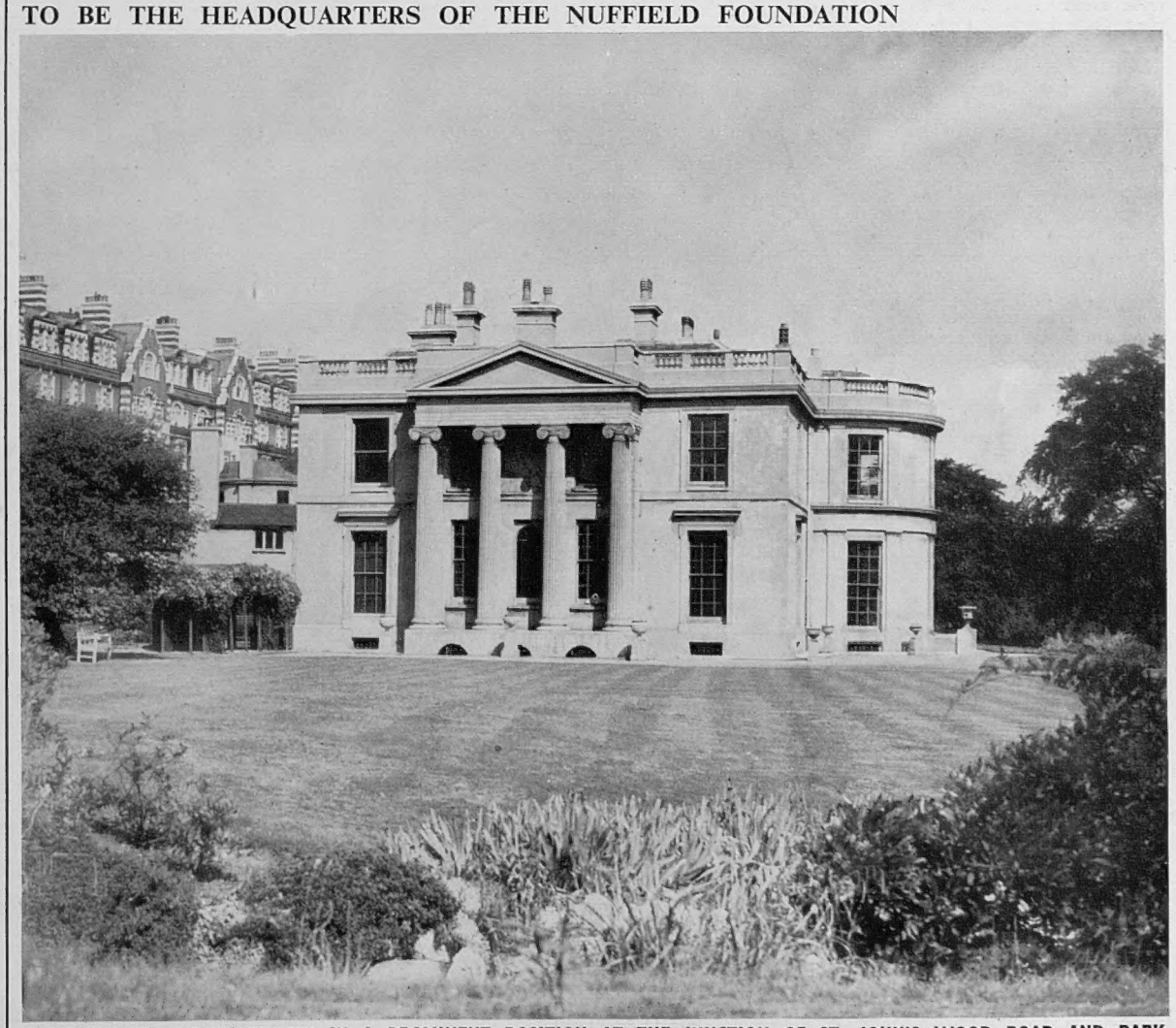
R. C. E.

The Old Stager is now on holiday, but the next issue of THE SPHERE *will contain his usual contribution.*

INDIA'S NEW HIGH COMMISSIONER IN LONDON AT HOME

SHRI BAL GANGADHAR KHER, HIS WIFE AND DAUGHTER-IN-LAW, MRS. INDIRA V. KHER, IN THE LOUNGE OF THEIR HOME AT NO. 9, KENSINGTON PALACE GARDENS, W.2: Mr. Kher, who succeeds V. R. Krishna Menon, presented his Letter of Commission to the Queen on July 16, and then went on to Dublin to present his Letters of Credence as Ambassador to the Irish President. When he arrived in London Mr. Kher said, "I am very glad to be here. I bring the goodwill of the people. I look forward to a very useful time." Mr. Kher, who was born in 1888 and educated at Wilson College, Bombay, entered politics in 1922. He has twice been Chief Minister of Bombay, from 1937 to 1939, and from 1946 until the recent General Election in India. The new High Commissioner, a close supporter of Mahatma Gandhi, is well known in India for his (and his wife's) efforts to advance social and educational causes. He is president of the All-India Children's Society and a founder-member of the Society for Helping Aboriginal Tribes. This is Mr. Kher's first visit to England for about forty years.

TO BE THE HEADQUARTERS OF THE NUFFIELD FOUNDATION

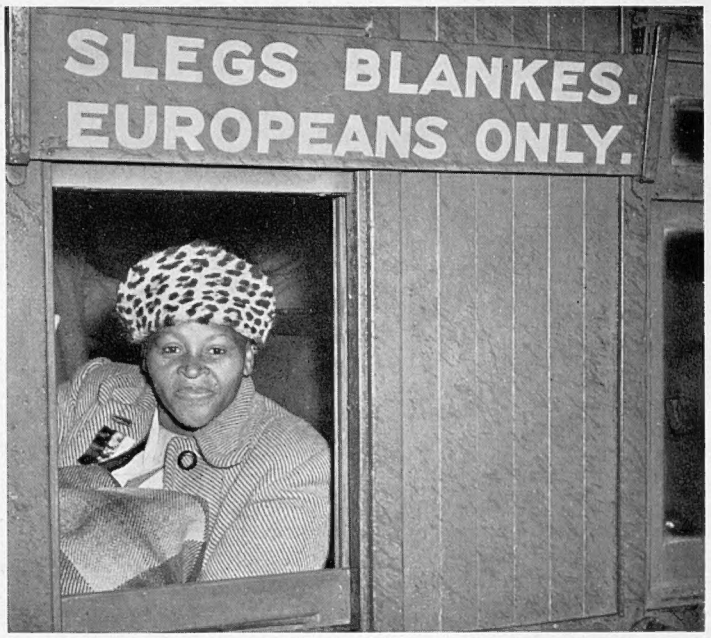


GROVE HOUSE, WHICH STANDS IN A PROMINENT POSITION AT THE JUNCTION OF ST. JOHN'S WOOD ROAD AND PARK ROAD, REGENT'S PARK, AND WHICH HAS BEEN ACQUIRED BY THE NUFFIELD FOUNDATION: The lease of the building has been bought from the Midland Bank and the consent of the Crown Commissioners and the L.C.C. has been given to the use of the property as headquarters for the Nuffield Foundation and its associated trusts, the Nuffield Provincial Hospitals Trust and the National Corporation for the Care of Old People. Grove House, built by Decimus Burton in 1823-24, was acquired by the Midland Bank for the use of its chairman. The house stands in over four acres of gardens and much of this area is being made available by the Foundation to University College, London, for botanical research. This area will be known as the Nuffield Botanic Garden.

UNREST IN CAPETOWN AND BERLIN

THE PASSIVE RESISTERS OF SOUTH AFRICA: A COMMUNIST DEMONSTRATION IN THE FRENCH SECTOR OF BERLIN

NON-EUROPEAN "RESISTERS" IN SOUTH AFRICA: A party of native resisters crowd carriages marked "Europeans Only" at Mowbray Station, near Capetown, while excited supporters cheer them on. They travelled to Capetown, where they were arrested. The demonstrators were released after their names and addresses had been recorded, although they demanded that they be taken to gaol. The resistance movement among the non-Europeans of South Africa is spreading rapidly. The methods of the "resisters" take the form of organised attempts to break laws which they consider unjust. Cape-coloured, Africans and Indians have united in these demonstrations. In one period of twenty-four hours over 400 were arrested. Stricter measures have been enforced and magistrates are now imposing sentences of two-months imprisonment for offences similar to those illustrated on this page. Those found guilty who are under twenty-one years of age are given four strokes with a cane. Mr. Strauss, Leader of the Opposition in the South African Parliament, has strongly condemned the passive resisters. He said that the laws, looked upon as unfair and discriminatory, were passed by Parliament and could only be repealed by constitutional procedure.



A NATIVE "RESISTER" SETTLES HIMSELF COMFORTABLY IN A COACH RESERVED FOR EUROPEANS: The arrest of the leaders of the demonstrators has only served to increase the number of offences in defiance of apartheid. Many women are among the passive resisters.

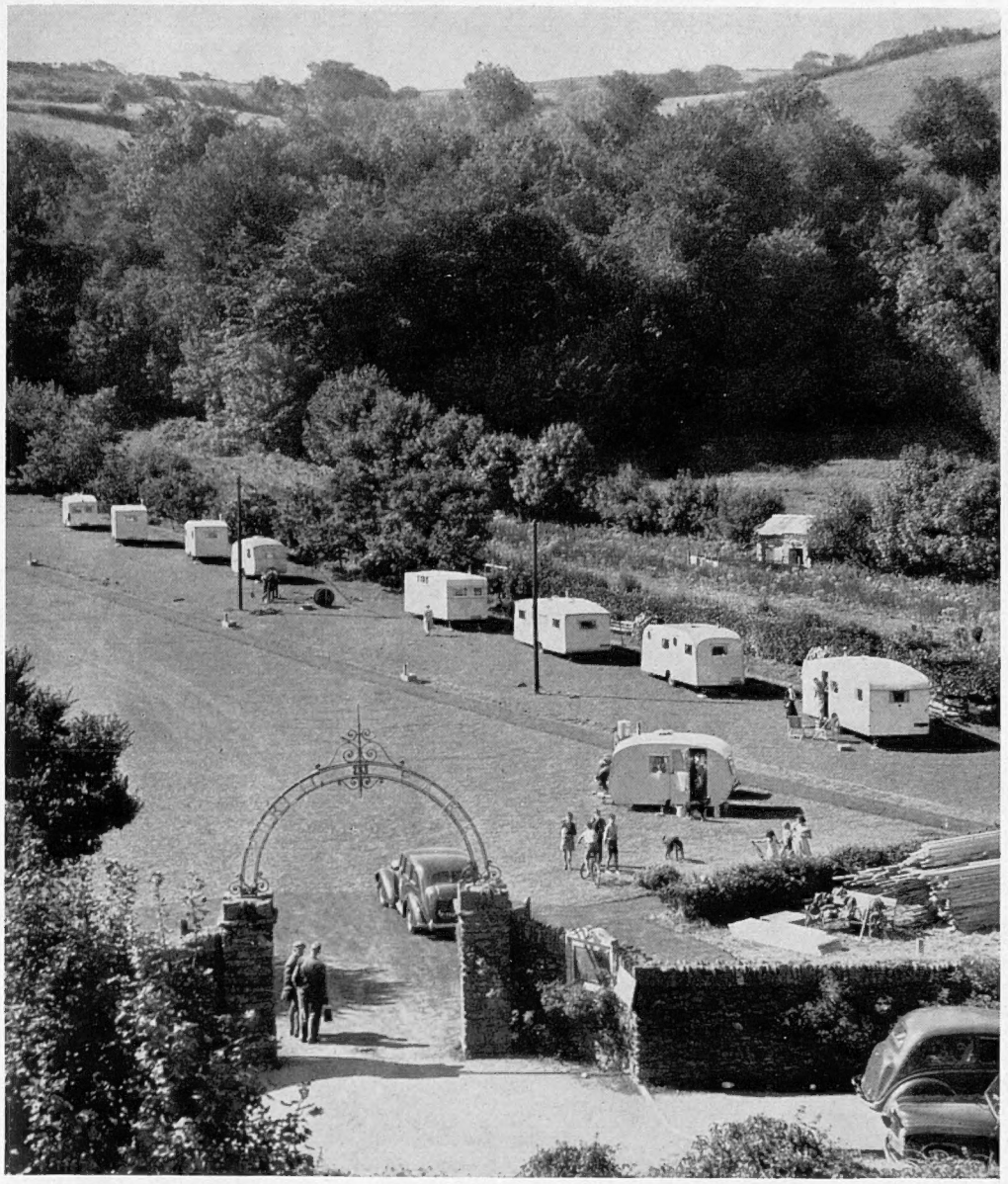
SUPPORT FOR THE "RESISTERS": Not all the demonstrators could get into the coaches on Mowbray Station, but they gave encouragement from the platform. Mr. Cachalia, of the defiance action committee, has said that 2,594 volunteers had been arrested since June 6,

On right—

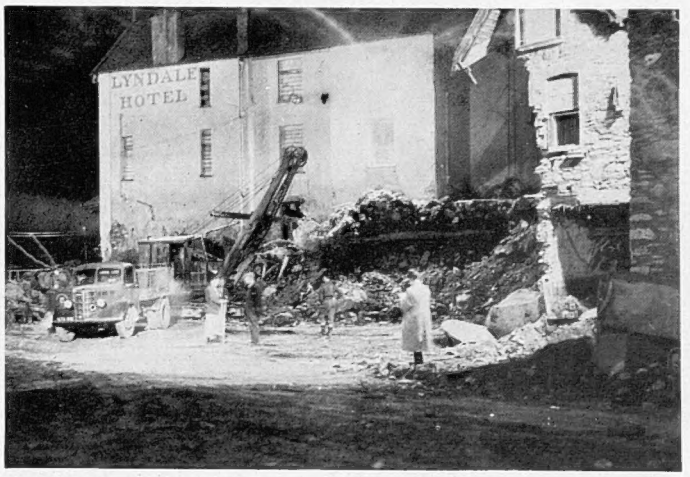
MORE TROUBLE IN BERLIN: Outside the Wedding elevated railway station, police remove a Berliner, wounded during a riot in the French Sector. 1,300 Communists clashed with 300 Berlin police outside the crematorium where a service was being held during the burial of a West Berlin Communist railway worker. Twenty-five were arrested in the brawl with the police, who used clubs to break up the demonstration. The Communists claimed that the victim had been murdered by West Berlin "Fascists." The police said that he had died of natural causes. Last week saw a renewal of protests between East and West Berlin. The Russians returned to the controversial subject of their radio station in the British Sector, claiming that we are attempting to sabotage East German broadcasting activities. They also complained to the Americans that a war memorial, erected in 1945, was not being properly maintained. A note from Moscow demanded that a member of the Russian armed forces, now serving a two-year sentence in the British Zone of Germany, be returned. The Americans responded with a strong note to the effect that two Berlin Customs officials were forced to cross the border into the Russian Zone under armed guard, and were then held for more than a day.

NIGHT AND DAY IN LYNMOUTH

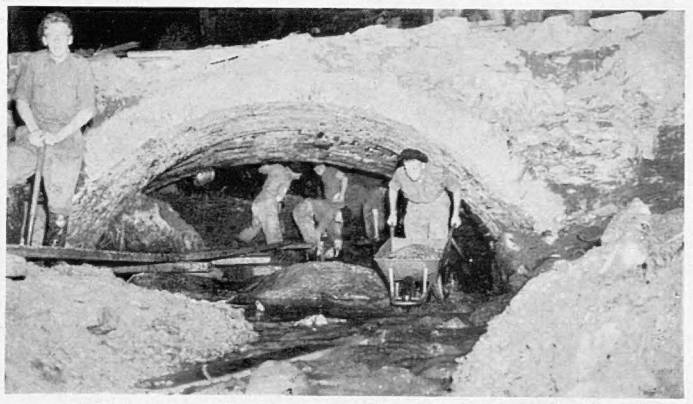
The Task of Reconstruction Goes Ahead Throughout the Twenty-four Hours of Each Day; the Caravan Site, Near the Valley of the Rocks, Comes to Life



THE CARAVAN SITE AMID THE VALLEY OF THE ROCKS: A general view of the site at Great Holman Park where homeless victims of the Lynmouth flood disaster are being housed in caravans sent from various parts of the country. On Friday of last week a memorial service was held in Lynton Parish Church for those who lost their lives in the disaster. Present at the service were the Bishop of Exeter, Dr. R. C. Mortimer, and Earl Fortesque, the Lord Lieutenant of Devon.



ROUND-THE-CLOCK WORK IN DEVASTATED LYNMOUTH: This is the nightly scene outside the Lyndale Hotel as soldiers, police, council-men and builders work throughout the night in order to repair the vast damage caused by the mid-August torrent.



THE ALL-IMPORTANT WORK OF CLEARING THE RIVER-BEDS: Under the glare of floodlighting troops work throughout the night clearing the river beds and repairing the broken bridges. Altogether the Army has erected five Bailey bridges in the area.

THE GLARE OF FLOODLIGHTING DURING NIGHT WORK AT LYNMOUTH: Early this week work on the sea-wall was finished and Army bulldozers stood by to repair any damage caused by the spring tide. The high tides were expected on Wednesday and to continue until to-day. The work of clearance at Lynmouth has gone ahead with such speed that the latest survey indicates that much of the emergency scheme will be completed within the next two weeks. From this week-end onwards Devon County Council will be faced with a much heavier task as many of the troops working around Lynmouth are expected to be recalled to their units. As it is almost impossible to get mechanical aids into the ravines it will mean man-handling many of the trees and boulders from the gorges.

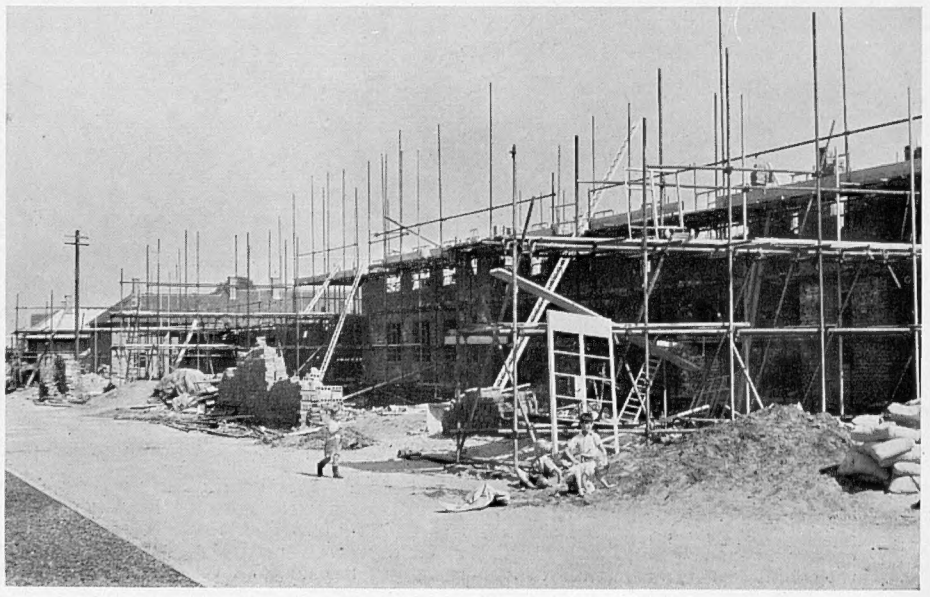
THE BUILDING WORKERS OF BOREHAM WOOD ASSEMBLE TO HEAR MR. I. J. HAYWARD, LEADER OF THE LONDON COUNTY COUNCIL: Mr. Hayward, acting on behalf of the Council, had previously announced that work on this £7,000,000 housing scheme near Elstree, Herts, would stop immediately and notice was given to the 1,000 workers, the sixteen unofficial strikes and go-slow operations in two-and-a-half years having disrupted the building programme and seriously increased the ultimate cost of the whole scheme. After a meeting with the union leaders the notices were withdrawn and a guarantee was given on behalf of the men that there would be no more unofficial strikes. It is hoped now that work on the estate, which is to have 4,000 houses and flats, will go ahead with all speed. The grievances among the workers are to be examined.

THE BATTLE OF BOREHAM WOOD

THE LEADER OF THE L.C.C. FACES THE BUILDING TRADE WORKERS AND LATER HEARS SOME OF THEIR MAJOR PROBLEMS AND THEIR GRIEVANCES

THE LEADER OF THE L.C.C. MAKES A DETERMINED STAND: Mr. Hayward telling the building workers of Boreham Wood why the L.C.C. decided to give them notice. Behind him are seated Mrs. Evelyn Denington, vice-chairman of the Housing Committee of the Council; Mr. Victor Mischon, chairman of the General Purposes Committee of the Council; and (wearing beret) Mr. J. Mildwater, a Communist who is the Federation Steward on the site.

ARUNDEL DRIVE, BOREHAM WOOD, ONE OF THE COMPLETED ROADS ON THE BOREHAM WOOD ESTATE: So far 800 dwellings have been completed out of a total of 4,000. *On right*—Buildings under construction. The unofficial strikes have hopelessly delayed the L.C.C. programme.



WITH NEGUIB OVER EGYPT

The Land of the Pharaohs Under the New Army Dictatorship, which Now Contemplates Large-scale Reforms

Since the Egyptian *coup d'état* and the exile of King Farouk, General Neguib has pursued his set course with unflagging energy, boosting the morale of the Army and, by every means to hand, fighting the corrupt influences in the Egyptian nation. Up to a point he has had a staunch collaborator in Aly Maher, the Prime Minister, but last week it was reported that a serious rift between the two was imminent, the Premier threatening to resign over the question of land reform. Last Monday it seemed that matters had been patched up between the General and the politician, and it was reported that Aly Maher was about to change and enlarge his Cabinet.

It yet remains to be seen whether the speed and ruthlessness of the proposed Agrarian Reform Bill have proved too much for Aly Maher. The Army, under General Neguib, has, however, set its heart on a bold, far-reaching measure. The Army, indeed, regards this Bill as the main plank in its platform, striking as it does at Egypt's centuries-old social and economic ills. The Land Reform Bill calls for the breaking-up of large estates and limiting holdings to 200 acres. This is a reminder of the fact that one of the largest of the great estate-owners was King Farouk, and that one of his most vicious decrees was to the effect that all produce from the Royal estates should be disposed of in the public markets before other produce could be offered. Nothing that has happened in Egypt in recent years has caused more anti-Royalist resentment than that one act.

General Neguib and his followers recognise that the break-up of the large estates will add nothing to the productive capacity of Egyptian agriculture, and a committee has now been appointed to discover how the deserts can be made fruitful. According to the experts, an additional 500,000 acres—equivalent to about one-tenth of the present cultivated area of Egypt—can be brought under cultivation by making more use of the water in the Siwa and other Western Desert oases. It is a question of proper control of malaria, of capital for pumps and buildings, and of inducing fellaheen from other parts of the country to settle there. Then there is the stretch, ten miles wide, along the Mediterranean coasts from Alexandria to Sollum. This area gets an average of 6 ins. of rain. Under favourable conditions, good crops of the famous Mariut barley can be grown there, and it has been established that olives, grape vines and other fruits will flourish in the hollows into which the rain-water drains. If grazing could be effectively controlled, much larger numbers of animals might be maintained. Also there are extensive areas where natural wheat grows, but overgrazing by sheep and goats has left nothing but the inedible plants

THE MAHMAL (THE SACRED HOWDAH AND SYMBOL OF ROYALTY) SETS OUT FROM CAIRO EN ROUTE TO THE HOLY CITY OF MECCA: Its departure, always a red-letter day in the Egyptian calendar, was watched by General Neguib, Egypt's new dictator, and by the Premier, Aly Maher. Last year the task of sending the camel train on its long journey was conducted by Nahas Pasha.

THE EGYPTIAN PREMIER, ALY MAHER, AND THE EGYPTIAN DICTATOR, GENERAL NEGUIB, STAND AT THE SALUTE AS THE MAHMAL AND THE KISWA LEAVE FOR MECCA: The two leaders on the tribune in Cairo as the sacred howdah and the sacred carpet passed before them. The carpet will on arrival in the Holy City be placed on the Kaaba, or sacred black stone.

THE GENERAL AT PRAYER: General Neguib (centre) in a Cairo mosque with fellow-officers and other members of the Egyptian forces. One of his latest acts has been to increase Army pay, and he has thereby secured his popularity at a critical period. The General himself declined promotion after his *coup d'état*.

VISITING THE DEPOT OF THE EGYPTIAN FRONTIER FORCE: General Neguib inspecting an infantry section at a frontier post. *On left*—The General, with perspiration showing on his tunic, touring a ward in a women's hospital.

THE WORLD'S FIRST FOUR-ENGINED OPERATIONAL DELTA BOMBER : This is the four-jet Avro 698 which made its maiden flight last Saturday from A. V. Roe and Company's airfield at Woodford, Cheshire, preparatory to being sent south to appear at the Farnborough Show. News of the successful first flight was immediately telephoned by the pilot to Mr. Sandys, the Minister of Supply, who described it as "another dramatic leap in the progress of British aviation." The Minister disclosed that the Government recently decided to order "an appreciable number" of these bombers for the R.A.F. without waiting for the prototype to begin its flight trials. They recognised, he said, that to order an aircraft of unconventional design before even the prototype had flown necessarily involved risks. The Government considered, however, that these were outweighed by the overwhelming importance of re-equipping the R.A.F. with the most up-to-date machines as quickly as possible.

THE FARNBOROUGH PARADE

THE NEW DELTA BOMBER MAKES ITS BOW TO THE WORLD; THE FIRST EXPORT COMET ON VIEW

Below—

THE FIRST EXPORT COMET : This de Havilland Comet, on view at the Farnborough Show, has been purchased by Canadian Pacific for their trans-ocean run to Australia, and appears at the show in the Company's livery. Overseas orders for Comet jet airliners are pouring in. It has been inferred that de Havilland cannot produce the Comet in large numbers, but this is not true, and the Company has stated it could produce fifty Series II Comets in addition to those already on order by 1955.

On right—

BRITAIN'S FIRST DELTA-WING OPERATIONAL AIRCRAFT: The Gloster Javelin is Fighter Command's new all-weather night fighter and the first delta-winged aeroplane ordered into production anywhere in the world. The second prototype, which is on view at Farnborough, first flew on August 21. Mr. Percy Crabbe, managing director of Glosters, has pointed out that a fast bomber flying at a height of eight miles would be almost impossible to locate with the human eye, and for this reason more and more elaborate and bulky radar must be carried by the fighter trying to intercept it. The delta is well adapted to such a task.

THE WORLD'S GREATEST AIR SHOW

Proclaims to the World Indisputable Proof of Britain's Leadership in the Air as the Veil of Secrecy is Lifted from the New Designs

By JOHN. W. R. TAYLOR

THE skies over Farnborough Airfield, in Hampshire, contain this week indisputable proof of Britain's leadership in the air. More than fifty aircraft, the latest and finest products of a score of great companies, are displaying their unrivalled performance and craftsmanship in the air and on the ground at the 1952 Flying Display and Exhibition of the Society of British Aircraft Constructors.

Some, their veil of secrecy lifted for the display, flew for the first time only a few days ago: others are in world-wide service, bringing new standards of speed, safety and comfort to civil airline routes, or spearheading the defence forces of Britain and her friends. They include the world's first jet and turbo-prop air-liners; the fastest fighter planes and most formidable bombers; the first faster-than-sound two-seat aircraft and the biggest practical flying-boat; light planes and helicopters, research aircraft and freighters, presented in this all-star show by Britain's finest test pilots.

There could be no more suitable home for the display than Farnborough. It was from this field that the first official aeroplane flight in Great Britain was made in 1908 by the great Anglo-American pioneer, Colonel S. F. Cody; and the gnarled remains of "Cody's tree," to which he tied his stick-and-string biplane, still stand on the east side of the airfield. From the world-famous Royal Aircraft Establishment on the north side came the S.E. 5 fighter of the 1914-18 War, and a never-ending stream of technical research and development that has contributed to progress in every sphere of aviation from basic design to radar, rockets and rubber dinghies. Many of the aircraft on display began as small wooden models in the Establishment's aerodynamic wind-tunnels; all contain equipment designed and developed in its laboratories and workshops.

Biggest laboratory of all is the air above Farnborough, for it is there that every new device, each new aircraft shape, is tested and proved. And it is there, this week, that some of the most remarkable results are being seen in public for the first time.

THE HUNTER IN FLIGHT: The supersonic, super-priority Hawker Hunter is being flown at Farnborough by Squadron Leader Duke, chief test pilot of the Hawker Company. His demonstration combines the vicious speed of a winged bullet with all the grace and elegance of aerobatics by a fine pilot in a superb aircraft. Farnborough is not only an exhibition of shapes and trends in the air but of new aerobatics and demonstration tactics which set a standard for the world. Of the fifty or sixty aircraft at Farnborough, thirty-four are taking part in the flying displays.

Most significant are the "deltas"—aircraft shaped like a schoolboy's paper dart and named after the Greek letter Delta (Δ)—for with them Britain has snatched a clear lead over the rest of the world. It was obvious just after the war, from captured German research reports and our own experiments, that aircraft intended to fly at or near the speed of sound (760 m.p.h. at sea-level; 660 m.p.h. at 30,000 ft.) would need swept-back wings to delay the build-up of shock waves that can batter an aeroplane to pieces as it approaches "the sound barrier." Sweep-back had to be combined with great structural strength, and it seemed to British designers that the answer was a delta, especially as a great deal of fuel and equipment can be packed inside a wing of this type. So, while other countries concentrated solely on swept-wing aeroplanes, the British aircraft industry, with the support of the Ministry of Supply, began work on a series of revolutionary, jet-propelled, delta-wing research aeroplanes.

The gamble, backed by forty years' experience and design genius, has paid a rich dividend. So rich that to-day, when there are only three or four deltas flying in the rest of the world, Britain has progressed to the stage where her deltas are docile and practical enough to be flown by average Service pilots. The two-seat, twin-jet Gloster Javelin has been ordered as the R.A.F.'s new

(Continued on following page)

THE WORLD'S GREATEST AIR SHOW

(Continued from previous page)

radar-carrying, all-weather night fighter and may soon be joined in super-priority production by a giant jet-powered delta bomber.

All six of Britain's super-priority warplanes are at Farnborough. The swept-wing Supermarine Swift and Hawker Hunter interceptors, successors to the Battle of Britain Spitfire-Hurricane team, are flying each day at speeds never before seen in this country. The Javelin is giving a preview of fighters of the future, able to track down and destroy an enemy which their pilots see only as a " blip " on their radar screen. The sleek, formidable Vickers Valiant atom-bomber, English Electric Canberra tactical bomber and the Royal Navy's Fairey Gannet anti-submarine aircraft complete a counter-attack force designed to deter any aggressor.

The twin-jet Canberra is already in service with Bomber Command and in production in Australia and the United States for the R.A.A.F. and U.S.A.F. respectively. It is the 1952 counterpart of the unarmed wartime Mosquito, able to hit hard and fast and outfly any fighters sent to shoot it down. The big four-jet Valiant is also unarmed, but its 650-m.p.h. speed is not its only defence, for it flies more than ten miles high, beyond the range of anti-aircraft fire and all but the best fighter aircraft. Its cost exceeds that of a pre-war naval destroyer, but its attack is so devastating that the Royal Air Force will need only a modicum of Valiants to surpass the striking power of any World War II 1,000-bomber raid.

The three-seat Gannet, only Royal Navy super-priority aircraft and the only one powered by propeller-turbines, represents a completely new approach to the problem of submarine warfare, which has brought Britain to the brink of starvation in two great wars. Although it appears to be single-engined, it actually has two entirely separate turbines, mounted side-by-side in the fuselage and driving two opposite-rotating propellers. This installation is not only more efficient aerodynamically than two wing-mounted engines, but means that the Gannet can use both engines for take-off and for extra speed in attack or get-away, and can cruise with one engine switched off to increase its endurance. Despite its comparatively small size, it also combines the duties of hunter and killer, so that as soon as a submarine is detected by its radar it can attack and sink the enemy with rockets, bombs, depth-charges or newly-developed homing torpedoes.

Power plant of the Gannet is the 2,950-h.p. Double Mamba, designed by Armstrong-Siddeley Motors, whose 8,300-lb. thrust Sapphire turbo-jets power the Javelin. The remaining super-priority warplanes all have 7,200-lb. thrust Rolls-Royce Avon turbo-jets, which are being built in no fewer than six factories throughout the United Kingdom. These engines and others like the 9,750-lb. thrust Bristol Olympus, world's most powerful turbo-jet, the 3,780-h.p. Bristol Proteus turbo-prop and the 5,000-lb. thrust de Havilland Ghost are the secret behind our present leadership in the air. All can be seen at Farnborough in the big Static Exhibition tent, together with a vast range of equipment, from paint to parachutes, carburettors and rocket motors.

No foreign manufacturer has developed engines so powerful, reliable and economical to operate, and it is significant that eight countries hold licences to build British jet engines, including the United States, which uses versions of the Rolls-Royce Nene and Tay and Armstrong-Siddeley Sapphire to power many of its latest military aircraft. America also has licences to build the Double Mamba and the Olympus, two of which are flying for the first time at Farnborough in a specially-modified Canberra.

It is an unfortunate consequence of the age in which we live that so much effort must go into production of military aircraft and engines. But the results have helped to ensure our leadership on the civil skyways. The de Havilland Comet, for example, uses Ghost and Avon turbo-jets developed for warplanes, and its graceful swept wings have a shape produced originally to enable interceptors to fly and fight at higher speeds than their opponents. Radar and " blind " landing aids developed for war enable the Comet to operate safely in weather that grounded airliners a few years ago. New materials and methods of construction evolved in the war years keep its structure weight to a minimum, so that it can carry more payload and make a bigger profit. And, although few manufacturers would care to admit it in so many words, military contracts often provide the money essential to keep design and production teams together and finance development of new civil aircraft, for the prototype of an aeroplane the size of the Comet can cost anything up to £5,000,000.

In this respect also the British aircraft industry owes much to the Ministry of Supply, which subsidised

(Concluded on page 338)

AIRCRAFT ON VIEW AT THE FARNBOROUGH SHOW

THE BRISTOL BRITANNIA FLYING OVER FARNBOROUGH : The great four-engined airliner, which only recently made its maiden flight, is shown in this special "Sphere" drawing by Gordon Nicoll cruising above assembled aircraft at the Farnborough display. The Bristol Britannia is just as important to British commercial aviation as the de Havilland Comet, for, while the latter earns prestige as the speedy, luxurious flagship of world airlines, B.O.A.C.'s twenty-five Britannias will back it up as highly economical, long-range, "tourist-class" airliners. The Britannia, powered by turbo-props, can carry up to 104 passengers or fly non-stop for nearly 6,000 miles with a smaller load. B.O.A.C. are planning a Britannia service to Tokyo over the North Pole to save time and distance.

On right—

THE HUNTER-KILLER TECHNIQUE : While the Fairey Gannet is designed to kill submarines near ocean convoys or within a few hundred miles of land bases, the Avro Shackleton, seen in this picture, will patrol waters used by submarines en route to the convoy lanes. Heavily armed with bombs, guns and radar, Coastal Command's Shackleton can remain on patrol for almost an entire day.

THE FIRST TWO-SEAT AIRCRAFT TO FLY FASTER THAN SOUND : This is the de Havilland 110, with two Avon engines, which is in the same all-weather fighter category as the Gloster Javelin delta. Recent sharp bangs heard by people in the Hatfield district of Hertfordshire were caused by shock waves "shed" by the D.H. 110 flying through the sound barrier.

THE ADMIRAL'S BARGE OF 1952 : This is the Percival Sea Prince, now in service with the Royal Navy's communications and training squadrons. Powered by two 570-h.p. Alvis Leonides engines, the Sea Prince can carry up to ten passengers, or more than a ton of freight. Alternatively, it can be used for navigational and wireless training. It is the naval version of the Percival Prince light airliner, numbers of which have also been ordered by the R.A.F.

MORE TYPES ON PARADE AT FARNBOROUGH

THE AUSTER LIGHT AMBULANCE FREIGHTER HAS BEEN DESIGNED FOR BOTH CIVIL AND MILITARY USE. In addition to the pilot, it can carry two stretcher cases and a nurse, or nearly half a ton of freight. The prototype of this promising aircraft is at present undergoing Service trials in anticipation of considerable British and foreign military orders.

AT THE END OF ITS STRENUOUS THREE-YEAR TEST PROGRAMME, THE AVRO 707 IS MAKING A FAREWELL APPEARANCE AT FARNBOROUGH : But its shape will not disappear from our skies. Next year a specially-adapted two-seat training version will make its debut, not only at Farnborough, but at a selected number of Royal Air Force training stations.

On left—

IN A FEW WEEKS THE FIRST OF TWENTY-SIX VICKERS VISCOUNT 48-PASSENGER TURBO-PROP AIRLINERS WILL JOIN THE FLEET OF BRITISH EUROPEAN AIRWAYS : This type will then become the first turbo-prop passenger liner to enter commercial service anywhere in the world. Viscounts have been ordered also by Air France and Aer Lingus, and a number of others will soon be flying the great air routes of Australia.

ORDERED FOR AIRLINE SERVICE IN NORWAY, JAPAN AND INDONESIA : The de Havilland Heron, a development of the Dove, seen in flight. Its importance in commercial transport has been swiftly realised by overseas operators.

THE TERROR OF THE SUBS : One of the most versatile aeroplanes at Farnborough this week is the Fairey Gannet anti-submarine search-and-strike aircraft. Equally at home on shore base or aircraft-carrier, the Gannet carries a complex array of radar and sonobuoys to seek its prey, and a formidable war-load of bombs and torpedoes with which to make the final kill. It is powered by two coupled turbo-props, which lie side by side in the nose and give the false appearance of a single motor.

THE WORLD'S GREATEST AIR SHOW

(*Concluded from page* 336)

production of many of our post-war civil prototypes at a time when the U.S. aircraft industry could not afford to compete, and to British Overseas and British European Airways Corporations, who risked their future by ordering fleets of unproved jet-planes.

The result to-day is that Britain is the only country in the world with jet airliners in production and service. U.S. airlines, committed to the use of piston-engined aircraft, claim that they are not worried about jet competition as jet-liners cannot be economical for years. B.O.A.C.'s answer was to make a profit of £3,000 in its first month's operation of a single weekly Comet service.

This year at Farnborough a Comet can be seen speeding off the ground with the assistance of two de Havilland Sprite liquid-fuel rocket motors. By adding 10,000 lb. of thrust to the 20,000 lb. of its four Ghost turbo-jets, they enable the Comet to lift an even bigger payload or take off from shorter runways.

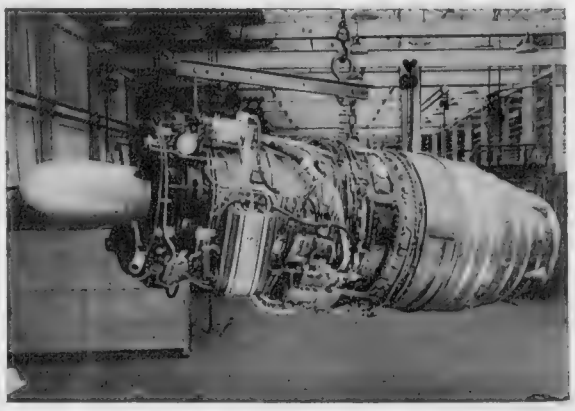
Beside the Comet and B.E.A.'s 48-seat, turbo-prop airliner, two superb new British airliners are showing their paces at this year's display—the Saunders-Roe Princess flying-boat and the Bristol Britannia.

The giant, ten-engined, 105-passenger Princess, described in last week's issue of THE SPHERE, may never go into regular passenger service because B.O.A.C. have abandoned flying-boat operations. But she is the belle of the display, for British flying-boats reigned supreme in comfort and safety on the airlines of the world until a year or two ago, and the majority of passengers still regret their passing, which may prove to be only temporary.

The Britannia, powered by four Proteus turbo-props, can carry fifty passengers and their luggage 4,000 miles non-stop at 360 m.p.h., or 104 passengers for shorter distances. Although not as fast as the Comet, its greater range and payload and lower operating cost make it equally attractive to the airline operator. B.O.A.C. have twenty-five on order, and several overseas operators are extremely interested in the Britannia's possibilities for long-distance, cheap-fare air coach services. As a result, it may well prove to be the biggest dollar-earner of any British post-war aircraft.

At the other end of the range scale come the helicopters, hotly tipped as the air buses of the future. At Farnborough are the tiny two-seat Cierva Skeeter, four-seat Bristol 171 and Westland Sikorsky S-51, both of which are used by the British services, and the new twin-engined, twin-rotor, 13-seat Bristol 173, which will probably become B.E.A.'s first regular inter-city passenger helicopter.

Nor is that all, for there is a glimpse of the future, too, in a model of Fairey's new 40-seat jet-powered Rotodyne helicopter, and the 1,500-m.p.h. guided missiles shown by the Ministry of Supply. Even more startling projects are already on the drawing-boards and in the assembly shops, for the best aircraft of to-day are the also-rans of to-morrow, and Britain's aircraft industry knows that it cannot relax its efforts for one moment if its annual display is to remain the world's greatest air show by the world's finest aircraft.



THE ARMSTRONG-SIDDELEY SAPPHIRE AXIAL-FLOW TURBO-JET : This powerful engine is now in production in Britain for the Javelin and in the United States for the Martin-built version of the Canberra light bomber. The Wright Aeronautical Corporation and the Buick Division of General Motors Corporation are making the Sapphire in the United States.

THE TEST PILOT CLIMBS INTO THE DOUBLE DELTA : This new Swedish machine has performed superbly during test flights and the full-scale model when completed may prove to be a vital addition to the Royal Swedish Air Force. The makers, Svenska Aeroplan A.B., have been engaged since 1937 in the production of military aircraft of their own design for the Swedish Service and they have also developed highly successful transport and trainer aircraft.

SWEDEN BUILDS A DOUBLE DELTA

And Other Air News from Abroad at a Time when World Attention is Largely Focused on Farnborough

The world's first double delta-wing aircraft, the little Swedish-built Saab 210 Draken, has completed more than 100 successful test flights since its first take-off in December 1951. New photographs on this page reveal hitherto secret details of its revolutionary design, which is a half-scale replica of a powerful new supersonic all-weather fighter under development for the Royal Swedish Air Force.

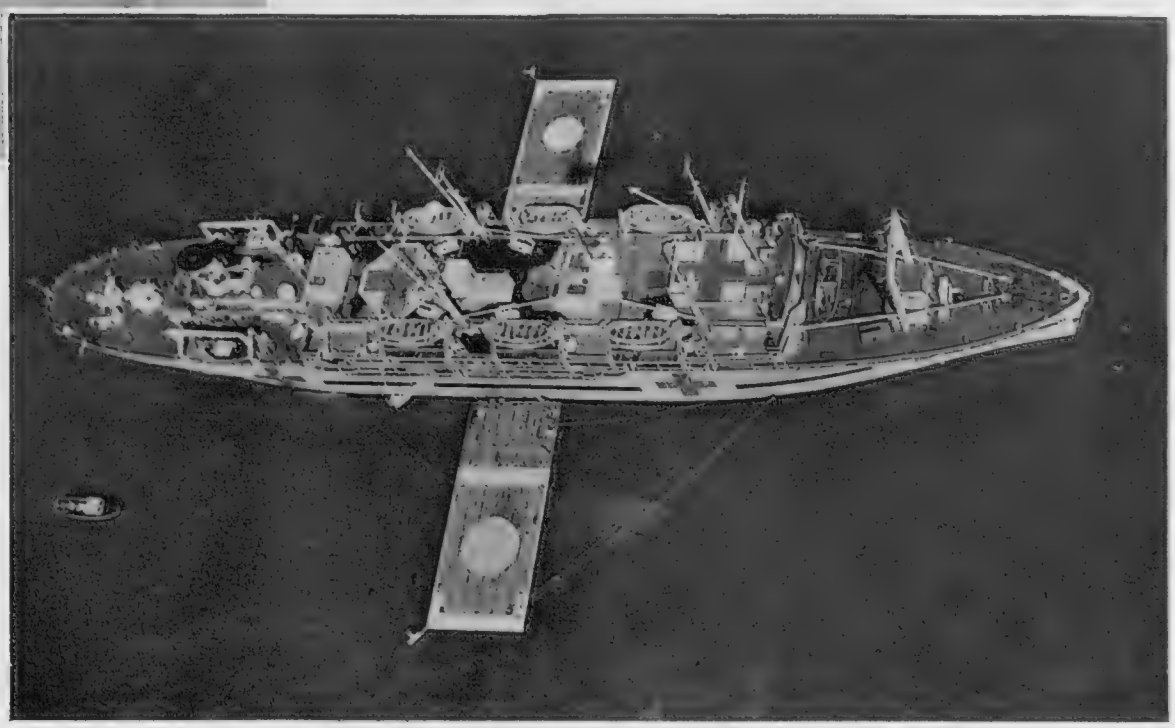
The Saab 210 is powered by a British-built Armstrong Siddeley Adder turbojet, with a thrust of only 1,050 lb., yet it has a top speed as high as that of front-line fighters of World War II. Wool tufts stuck temporarily to its skin enable Saab test pilot Mr. B. R. Olow, to observe airflow over the fuselage and wings during flight tests at varying speeds and altitudes.

Unlike British delta-wing aircraft, the Saab 210 has wings which are almost as long as its fuselage but of very short span, with small triangular outer panels which give it a double-triangle, or double-delta planform. Such a layout is aerodynamically better and stronger for aircraft designed to fly faster than sound, and a great amount of fuel and equipment can be stowed inside the thick wing section.

The Saab 210 has been built solely to flight-test this advanced configuration at relatively low speeds. It has no tailplane, but is fitted with elevons in the trailing edges of its outer wings, which combine the functions of conventional aileron and elevator control surfaces and are operated by a hydraulic booster system to relieve pilot fatigue. For test purposes the main wheels of the retractable undercarriage can be moved forward or backward, and the aircraft's centre of gravity can be moved during flight by pumping liquid between trim tanks in the nose and tail. J. T.

A FLYING MARATHON OVER THE KANSAS PLAINS : These two T 33 jet training planes of the United States Air Force flew above Wichita and the surrounding areas for thirty consecutive days. Pilots flew the planes in relays. Plane No. 544, seen in the foreground, put in thirty hours more flying time than its companion during the month, which was largely spent aloft. The ground crews achieved prodigies of technical skill in keeping the planes in the air.

THE SAAB 210 IN FLIGHT : The new double-delta type which has been introduced with such success by Svenska Aeroplan A.B. The company's headquarters is at Linkoping, and since the war they have built there a bombproof underground factory.



On right—

DIRECT FROM FRONT LINE TO HOSPITAL SHIP : With these wooden platforms moored at port and starboard and secured with hawsers, the United States hospital ship *Haven* is able to receive a constant succession of helicopters as they come out to her from the Korean mainland, each carrying their quota of wounded. This system is now so well co-ordinated that it is only a matter of hours before men who have been grievously wounded are on their way to a military hospital in Japan.

THE CHINESE COMMUNIST PREMIER ON A VISIT TO MOSCOW

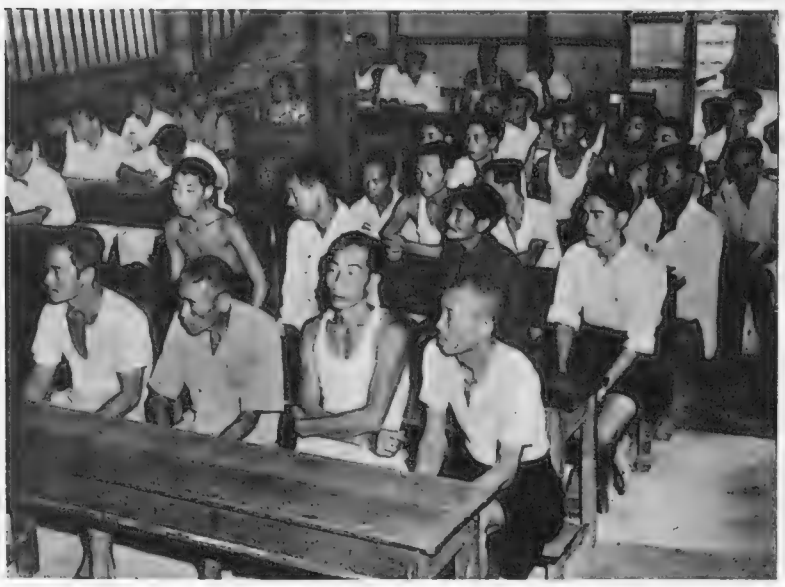
MR. CHOU EN-LAI INSPECTS THE GUARD OF HONOUR FOLLOWING HIS ARRIVAL IN MOSCOW FOR NEGOTIATIONS WITH THE SOVIET GOVERNMENT: From left to right are Andrei Vyshinsky (in uniform), Foreign Minister; A. I. Mikoyan, Deputy Premier; Nicolai Bulganin, Defence Minister; Vyacheslav Molotov, Deputy Premier; the Chinese Premier; Shih Chieh and Chanz Wen-tien.

FROM MOSCOW to SEOUL

A SURVEY OF THE FOREIGN NEWS IN PICTURES

The arrival in Moscow of the Chinese delegation coincided with the announcement that a Congress of the Russian Communist Party—the first since 1939—would be held on October 5. The delegates from China were met at Moscow Airport by representatives of the Soviet Government and a few days later were received at the Kremlin first by Mr. Stalin and then by the President of the U.S.S.R., Mr. Shvernik. Accompanying Mr. Chou En-lai on his visit to Moscow were the Chinese Deputy Prime Minister, the deputy chairman of the Chinese Finance Committee, the Deputy Chief of Staff of the Chinese Army, and the Political Secretary to the Chinese Foreign Ministry. Before leaving Moscow the Chinese Premier placed a wreath on Lenin's tomb. The announcement issued from the Kremlin in mid-August stated that the nineteenth Congress would hear details of a new five-year plan which would aim at a total increase in industrial production of 70 per cent by 1955.

GENERAL TEMPLER AND HIS TASK IN THE MALAYAN VILLAGES



THE HIGH COMMISSIONER IN MALAYA ADDRESSES INHABITANTS OF A NEW VILLAGE IN THE NEIGHBOURHOOD OF PERMATANG TINGGI: Ninety families have been resettled in this village and the General visited the area in order to wish the inhabitants good luck and to say that he wanted these new villages to be happy places. Within a few hundred yards from this same village General Templer addressed a meeting of villagers (*on left*) at Permatang Tinggi, and delivered an ultimatum to the people following the murder of a Chinese resettlement officer. The General said: "If by next Monday (August 25) you have not given the information in your possession . . . you will sever all connection with this district for ever." The ultimatum was given after it had been said that twelve people had witnessed the murder of the resettlement officer and that no assistance had been given to the police. In consequence of the continued silence the entire population of the village was last week sent to a detention camp.

MR. NEHRU'S FIRST FLIGHT IN A COMET

THE INDIAN PREMIER AT THE CONTROLS OF THE COMET AIRLINER DURING A DEMONSTRATION FLIGHT FROM DELHI: The flight was one of several which the British Overseas Airways Corporation is making in India to demonstrate the Comet airliner which is now on regular service between that country and London. Mr. Nehru was accompanied on the flight by his daughter, Mrs. Indria Gandhi, and by senior officials of the Indian Government. In a trip lasting neary 100 minutes the Comet flew from Delhi to Nanda and then along the south-western Himalayan ranges. Owing to the presence of heavy monsoon clouds the passengers were unable to derive full benefits of the spectacular view of the mighty Himalayas. *Below*—On returning to the airport during the course of a heavy shower, Mr. Nehru said the flight was "very fine," while his daughter called it "wonderful."

SETTLING DOWN AT PANMUNJOM

On right—

"PERMANENT" TRUCE TALKS AT PANMUNJOM?: In the background of this picture of the truce headquarters at Panmunjom, Korea, is the "permanent" building the Communists are erecting to take the place of the now-dilapidated tents which have served the negotiators for so long. Newspapermen who have visited Panmunjom say that the old tent, seen in front of the new building, is "giving way at the seams," and that the Communists are apparently ready to spend another winter at the negotiations. Panmunjom itself is in reality nothing more than a huddle of farm huts on the banks of the Sachon River, comprising an abandoned village. A neutral area with a radius of 1,000 yards surrounds the buildings and is marked by brightly-coloured barrage balloons as a warning to aircraft, which are forbidden to fly over the area. For more than a year officers of the United Nations forces have been trying to reach agreement with their Communist counterparts on the possibility of an armistice in Korea. The constant vacillations of the Communists have convinced many that they are insincere in their expressions of a desire for peace and that the negotiations were intended all along to provide them with an opportunity of building up their reserves for a new assault and as a useful outlet for propaganda. Last week, for instance, General Nam Il, the chief Communist delegate at Panmunjom, was accusing the United Nations of the "shameless and cowardly slaughter" of prisoners of war, presumably in reference to the new disturbances in the camps on the island of Koje.

SHELLED OFF KOREA

MEMBERS OF THE SHIP'S COMPANY OF H.M.S. "MOUNTS BAY" INSPECT THE DAMAGE INFLICTED ON THE FRIGATE FOLLOWING AN ACTION OFF THE EAST COAST OF KOREA: Chief Engine-Room Artificer C. E. Dorey, of Hawthornbank Place, Edinburgh, and Engine-Room Artificer F. A. Bridges, of St. Mary's Road, Gillingham, Kent, seen looking at damage caused by shell splinters from a 75-mm. shell which hit H.M.S. *Mounts Bay* during a recent patrol in Korean waters. *Below*—A view showing damage sustained by a fan-shaft. During the action A.B. M. J. Comfort, of Tolworth, Surrey, was killed and four other ratings seriously wounded. The 1,580-ton *Mounts Bay* was laid down in 1944 and completed in August 1949. Designed primarily for A.-A. escort duties, she has a complement of 157.

THE INAUGURATION OF SYNGMAN RHEE, SOUTH KOREA'S RE-ELECTED PRESIDENT

PRESIDENT SYNGMAN RHEE, THE FIRST CHIEF EXECUTIVE OF SOUTH KOREA TO BE ELECTED BY POPULAR VOTE, ADDRESSES SOUTH KOREAN TROOPS IN SEOUL SHORTLY AFTER HIS RE-INAUGURATION: Listening to the President are soldiers who were captured by the Communists in the early stages of the war and forced to fight with the Red Army before they were liberated by U.N. forces. In the course of his address the President welcomed the soldiers back to citizenship. A spokesman for the troops told Mr. Rhee and General James Van Fleet, Commander of the American Eighth Army, that the men would continue to fight against Communism.

On right—

PRESIDENT SYNGMAN RHEE DELIVERS HIS INAUGURAL ADDRESS DURING A CEREMONY HELD IN FRONT OF THE GUTTED CAPITOL BUILDING IN SEOUL: In his speech, made on the fourth anniversary of the proclamation of the South Korean Republic, Mr. Rhee made a vow to conquer the enemy and unite Korea. Earlier the President had taken the oath of office for his second term in the presence of British and American senior officers. Standing just to the rear of Syngman Rhee is General Mark Clark, the U.N. Far East Commander. The two ladies on the left are Mrs. Clark and Mrs. Rhee (holding umbrella). To mark the occasion President Truman sent a message of "felicitations and sincere good wishes." As the day was also the anniversary of the "liberation of North Korea from the Japanese" in 1945, Mr. Stalin sent the North Korean Premier a telegram wishing "success to the heroic Korean people in its struggle for freedom."

IN WESTMINSTER CATHEDRAL

A REQUIEM FOR EVA PERON

IN THE ARGENTINE

PERON AT WORK

THE EARL OF CROMER AT WESTMINSTER CATHEDRAL: As representative of the Queen, he was arriving for the Requiem Mass for Eva Peron. *Below*—Representatives of the various Embassies on the steps of the Cathedral after the service.

A SOLEMN REQUIEM MASS IN THE ROMAN CATHOLIC CATHEDRAL OF WESTMINSTER FOR SENORA EVA PERON, WIFE OF THE PRESIDENT OF THE ARGENTINE REPUBLIC: The picture shows the scene inside the Cathedral as Mgr. Canon C. Collingwood, the celebrant, pronounced the Absolution before the catafalque. The Queen was represented at the service by the Earl of Cromer and the Prime Minister by Mr. D. W. S. Hunt. Mr. Selwyn Lloyd represented the Foreign Secretary and Mr. H. S. Lambert the Chancellor of the Exchequer. Mgr. Collingwood was assisted by Father Michael Ware and Father C. J. Wüst. The Apostolic Delegate was represented by Mgr. Francis Bideford. The large congregation included members of the Diplomatic Corps, representatives of the Argentine Embassy and members of the community in London.

PRESIDENT PERON ATTENDS TO THE BUSINESS OF HIS LATE WIFE AT THE LABOUR BUILDING IN BUENOS AIRES: The President (left) is seen with the members of a large family who had come to petition for financial help from the Social Aid Fund. Senora Peron was formerly the head of the Fund, responsible for decisions on requests for aid. She personally attended to petitions from poor people.

LABOUR CONFEDERATION OFFICIALS WITH PRESIDENT PERON IN THE OFFICES OF "LA PRENSA": The President is seen (second from the left) with Jose Espeje, Secretary of the Confederation of Labour, Isaias Santin and Florencio Soto, both officials of the Confederation and members of the *La Prensa* board. Behind them hang portraits of the President and his late wife. It was Peron's first visit to *La Prensa* since the newspaper was seized by his Government.

THE NORWEGIAN SEALER "POLARIS" FORCING HER WAY THROUGH THE ICE NORTH OF YOUNG SOUND, OFF THE EAST COAST OF GREENLAND: This picture was taken from one of the Royal Air Force Sunderlands on its way back to base at Young Sound after delivering stores to the British North Greenland Expedition's main base at Britannia Lake, in Queen Louise Land. It was this protective belt of pack-ice that the British expedition had to penetrate at the start of the present exploration, the members of the expedition, with their stores, being taken through the ice-belt in the Norwegian sealer *Tottan*. Once arrived at Young Sound, the next step was taken by airlift.

GREENLAND

THROUGH THE ICE AND OVER THE ICE

Two Contrasting Aspects of Operations in Greenland, where the British Expedition is now Well Established

On left—

ON THE GREENLAND AIRLIFT: Looking down on an ice-jammed fjord from one of the five Sunderland flying-boats which carried out the airlift from Young Sound to Britannia Lake. This remarkable airlift was accomplished in twenty days, and in that time about 180 tons of stores were flown from the coast across the mountains of the coastal range to newly-discovered Britannia Lake. From the outset it was a race against time, for summer and autumn merge into one in Greenland and in the first days of September the ice closes in in Queen Louise Land.

A TRAIN OF TANK CARS IS DRAWN UP OUTSIDE A BOTTLING PLANT IN PARIS : When the train comes in, pipe-lines are connected and the wine is pumped into the vast tanks within the plant. In the old days wine came into Paris in casks ; now mostly vintage wines are brought in in that way.

On left—
THE RED WINE IS PUMPED FROM THE TANKER CARS INTO THE TROUGHS : From the troughs it flows into the large-capacity tanks of the Paris bottling plant.

PUMPING THE WINE INTO PARIS

HOW PART OF THE FRENCH CAPITAL'S PRODIGIOUS DAILY QUOTA OF VIN ORDINAIRE IS BROUGHT TO THE HALLES AUX VINS BY TANKER TRAIN

Living in the little sun-drenched Provençal town of Antibes to-day is a veteran farrier who claims in his long life of arduous labour in the forge to have found time to consume 116,800 litres of the rough red wine of Provence. His intense thirst is far from being quenched in his old age, despite doctors' warnings. His appearance is weather-beaten but unbowed. His humour is abounding. There must be a host of other Frenchmen living to-day who do not belong to the Coca-Cola generation and who, like the good farrier, have drunk in their time prodigious quantities of wine.

Despite all this consumption of wine in France is not quite what it was. The demand for the finest vintages will always remain, however, and the rentier will not forgo his daily glass of Beaujolais. Wine in bulk, on the other hand, is consumed on a lesser scale than heretofore, and the consequence is that in the Midi, in Languedoc, and in other areas where the cheaper growths are encouraged, there is a startling over-production. This is giving rise to concern in Government circles. It is not expedient to turn all the surplus wine into commercial alcohol, and it may be that some form of vineyard control will become necessary.

Notwithstanding this talk of over-production, vin ordinaire still pours into Paris in massive quantities, being conveyed to the famous Halles Aux Vins in tanker trains. There electric pumps transfer the wine to the cellars where elaborate machinery is ready to carry out the bottling and corking process with the greatest despatch.

Tens of thousands of gallons of wine are pumped into Paris every day in this manner, and the same can be said of most of the provincial towns and cities where tanker road vehicles, each equipped with their own pumps, drive to the wholesaler's door and in half an hour of steady pumping disgorge their contents into the great tanks from which it will be sold by the litre and half-litre.

In price this cheap red wine remains supremely reasonable ; perhaps as low as 47 francs (about one shilling) may be asked for a litre of red wine at 9 degrees, ranging up to 90 or 95 francs, according to district, for the better-quality wines of 11 or 12 degrees in strength.

Many of the rough red wines are drunk with water—an act which would appear to be sacrilege to the connoisseur of the best wine, but one that is plain common sense to the French householder, particularly in the deep south, where a 12-degree wine undiluted can be heady indeed if drunk in quantity during the heat of mid-day.

As has been noted, the demand for the finer vintages in France remains as high as ever, as witness the high level of prices achieved in the post-war years at the wine sales at the Hospices de Beaune. In proof of this continuing demand it can also be said that in Champagne stocks have never been lower or prices higher than they are now.

A very fair proportion of the finer wines of France come to London, and some of the pictures on the next page show how they are handled in London cellars and how they are received by the connoisseurs. The pictures, taken in the cellars of Messrs. Lebegue, indicate the remarkable contrast in technique between dealing with fine wines in detail and with wines in bulk in the Halles Aux Vins manner. On both sides of the Channel the finer wines can always be assured of the treatment that they deserve. As for the ordinaires, they seem robust enough to withstand the rigours of the pipe-line, despite its untraditional abandon so out of keeping with the vintner's traditional dignity.

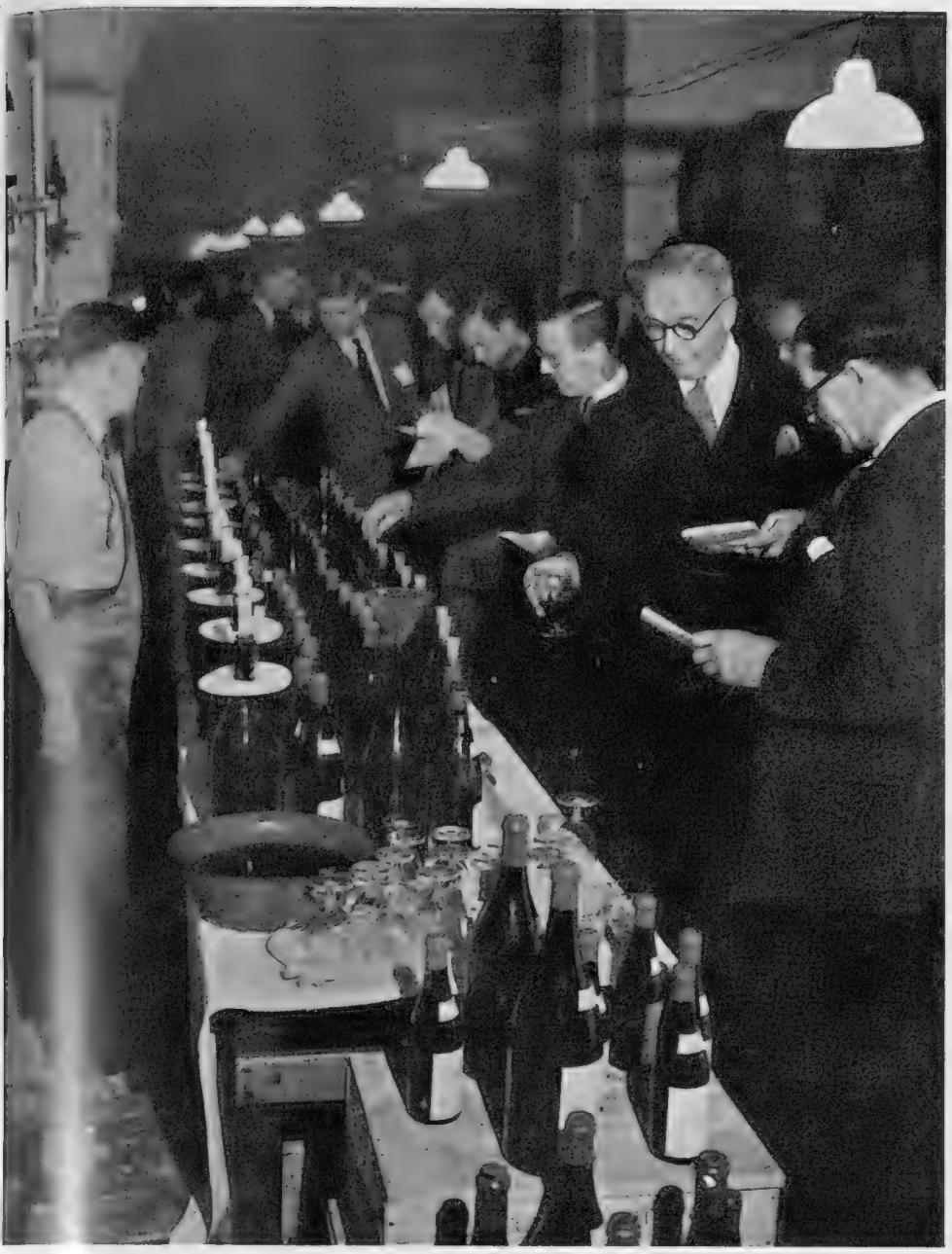
Richard Edmonds.

GENERATIONS OF VINTNERS WOULD TURN IN THEIR GRAVES IF THEY COULD SEE SOME WINE IN BULK : Speed and efficiency characterise the big bottling plants in capsuling proceed in orderly fashion on an endless line. The tendency these

. . . and

TASTING THE VINTAGE IN LONDON

A Contrast in Techniques in Dealing with Wine in Bulk and with the Rarest Products of the Vineyards



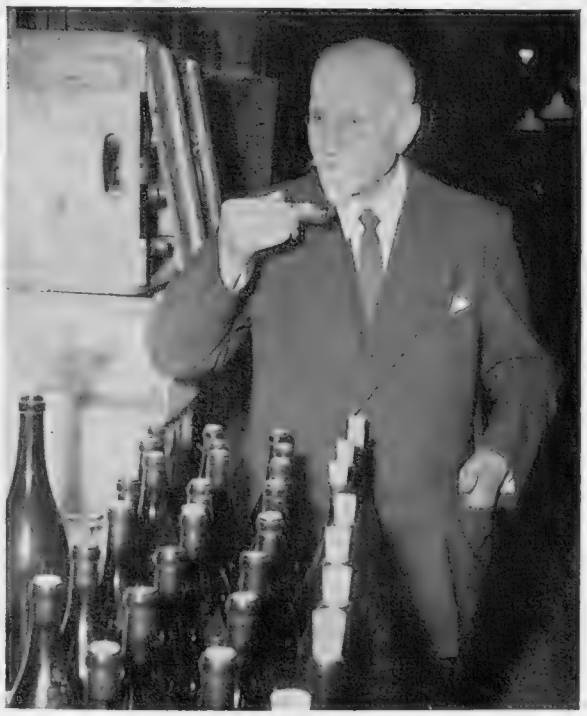
CONNOISSEURS AT A LONDON WINE-TASTING : Sampling fine Burgundies at the third annual wine-tasting of J. L. P. Lebegue, shippers of French wines, in their cellars beneath London Bridge. This annual tasting, instituted by Mr. Guy Prince, provides experts with an opportunity which even in France would be unique, and the 1951 tasting, at which this picture was taken, introduced three noble Burgundies which had not been imported in any quantity since the war—Romanée-Conti, Musigny and La Tâche. The 1,300 guests sampled 150 wines.

THE EYE OF THE CONNOISSEUR : M. Rene Lebegue, head of the Bordeaux house, appraises a fine vintage wine at the annual tasting in the cellars of J. L. P. Lebegue in London.

A SAUTERNES IS BOTTLED THROUGH A FILTER AT LEBEGUE'S : This filtering makes the wine perfectly brilliant. The machine on the left is an electric pump which pumps the wine from the top hogshead through the filter which is opposite the man who is "drawing-off."

MODERN METHODS OF HANDLING Paris, where filling, corking and days is towards standardisation.

BOTTLING A RED BURGUNDY IN THE LEBEGUE CELLARS IN LONDON : The man on the right is drawing the wine off direct from the cask in the same manner as has been the practice for hundreds of years. The two candles placed on each side of the tap diagonally in front of the bottle enable the drawer-off to ensure the wine is coming through perfectly bright.



MONSIEUR BICHOT, PÈRE, GIVES HIS CONSIDERATION TO THE PROBLEM IN HAND : This distinguished connoisseur has a lifetime's association with the wine trade.

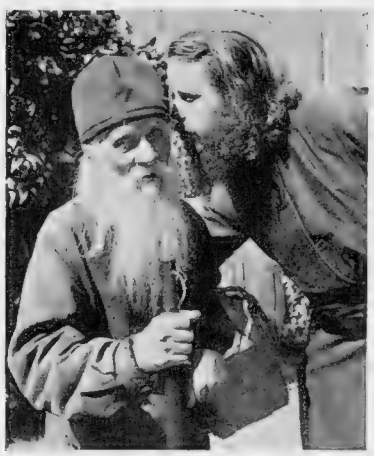
FORGOTTEN MONKS OF TSARIST RUSSIA

A Dying Monastery Exiled to the Wilds of Finland

THE MONKS OF NEW VALAMO AT SUPPER : They belonged to the once-famous Russian monastery of Valamo, but they are finishing their lives as exiles at "New Valamo," their retreat in Finland.

SILENT PRAYER IN THE CHURCH OF THE MONKS' RETREAT NEAR KARVIONKANAVA, IN FINLAND : The church also serves as a refectory and the monks use former servants' quarters as cells. Of the community from the Russian monastery on Valamo fewer than 100 remain.

WHERE THE MONKS STORE SOME OF THE TREASURES OF TSARIST RUSSIA : When they fled from Valamo they brought many of their treasures away with them.



TWO OF THE MONKS OF NEW VALAMO : Father Pamva at eighty-eight is rather deaf. A younger monk gives him news of the outside world.

FIVE OF THE MONKS RETURNING AFTER THEIR DAY'S WORK IN THE FIELDS : Despite their age, they work hard and live frugally. Their first meal of the day comes at noon ; their second, and last, in the evening. Once they were members of the wealthy, 2,000-strong community on Valamo.

THE CROWN ONCE WORN BY TSAR NICHOLAS II : This is the most cherished and valuable of the relics preserved by the aged monks in their Finnish retreat.

THE SECRETARY OF THE MONKS' RETREAT IN FINLAND : Brother Mefudij attends to the finances of the monastery. He is the only monk of the community able to speak Finnish.

Still living on a large but unfruitful property in the central forest of Finland are eighty-four monks of the once-famous orthodox Russian monastery on the beautiful island of Valamo, in Lake Ladoga. When the island began to figure in war communiqués during the Finnish-Russian struggle in 1939, the monks were forced to leave their 1,000-year-old monastery. Although in its heyday it had supported 2,000 monks, there were then only 200 elderly fathers left to seek a new home. They settled near the village of Karvionkanava, where they bought 700 acres of land, and began to rebuild a home for themselves in the wilderness. Once they had been world-famous. Now they made it their business to sink into obscurity, and they received no visitors.

Since 1939 over 100 of the monks have died. To-day sixteen of those remaining are over eighty and many more are over seventy. They do most of their own work in the house and fields, but their laundry is left for the seven nuns who share their retreat. The nuns were on a pilgrimage to Valamo in 1917 when the Revolution broke out and made it impossible for them to return to their nunnery. Most of the nuns are also over seventy, the oldest being ninety-four.

Near the former servants' quarters of the estate (which serve them now as cells) stands the refectory, which is also a church. There the monks assemble at five o'clock in the afternoon, after a hard day's work in the fields, to hear a Mass performed according to the strict orthodoxy of their faith. The service lasts for two hours.

On the second floor of this modest building is the "Holy of Holies," where the brotherhood keep their priceless treasures, saved from the monastery on Valamo. Apart from the monks, few people have seen these relics since the Revolution. Giant ikons, with precious stones the size of pigeon eggs set in gorgeous silverwork, hang on the walls. Tapestries woven in heavy gold thread lie in piles in vast chests. And, most wonderful of all, there is the crown of Nicholas II, Tsar of All the Russias until 1917 and also Head of the Russian Orthodox Church. The gold gleams in the evening sunlight, and the many diamonds throw glinting reflections around the humble room, recalling the full splendours of the Church before the Revolution.

Uusi-Valamo (New Valamo), as the monks call their home, is a village of the dying. The fate of the treasure when the last of this famous community dies is unknown. As for the monks themselves they are resolved to live out their lives quietly and philosophically in the service of God and of the Church.

A NEW HOLLAND-AMERICA LINER
THE "MAASDAM"

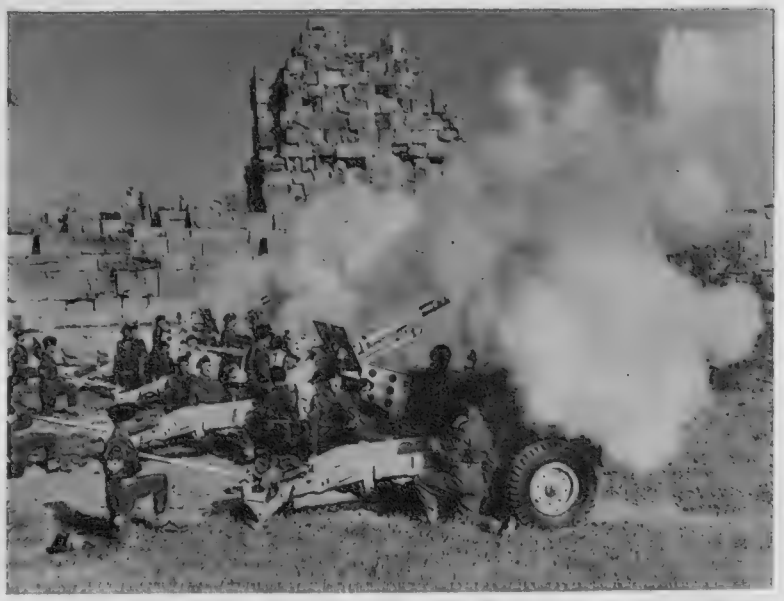
BEDECKED WITH FLAGS, THE HOLLAND-AMERICA LINER "MAASDAM" APPROACHES SAGAMORE BRIDGE, ON THE CAPE COD CANAL, MASSACHUSETTS: The liner was nearing Buzzards Bay, on the south side of the Cape, on her way to New York from Montreal, after her maiden voyage from Europe. The ship is of 15,000 tons gross and carries about 900 passengers and 3,000 tons of general cargo. There is also accommodation for thirty cars.

WITH THE GUNNERS IN NORTH AFRICA

A Royal Artillery Field Regiment Training Near the Ancient Roman City of Leptis Magna, Libya

A TROOP OF THE 48TH FIELD REGIMENT, ROYAL ARTILLERY, IN TRAINING NEAR THE RUINS OF LEPTIS MAGNA, THE ROMAN SEAPORT IN LIBYA: The men are engaged in a "calibration shoot" with their 25-pounders. Their regiment is stationed at the small seaside town of Homs, near the celebrated Roman ruins. It is one of several British units remaining in this part of North Africa under agreements with the United Nations and with the now independent State of Libya. The men's training is carried out in the desert, where the only shade is from the occasional palm-tree.

"C" TROOP OF THE 48TH FIELD REGIMENT IN ACTION BENEATH THE LIBYAN PALMS: They are National Servicemen training in the deserts of North Africa, where their elder brothers smashed the German Afrika Korps.



BRITISH GUNS IN ACTION BESIDE THE RUINED WALLS OF A ROMAN FORTRESS: Behind these 25-pounders of the 48th Field Regiment rise the walls of the fort of Leptis Magna, the once-prosperous Roman seaport.

A BULLDOZER AT WORK IN THE CENTRE OF THE DEVASTATED AREA OF LYNMOUTH: 'Work among the ruins of Lynmouth proceeds at a steady pace. Efforts are being made to control the West Lyn River, and to build up embankments, preparatory to diverting it to its former course. Progress is also being made in the removal of loosened boulders and uprooted trees lying in the river high above the town. Another and perhaps even more urgent task, has been the repair of the broken sea wall, making it strong enough to meet the high tides anticipated in these first days of September. At the time of writing, the North Devon and West Somerset relief fund has soared above £200,000, about £21,000 of this coming in response to a broadcast appeal. One of the most remarkable features of the work of rehabilitation at Lynmouth has been the part played by the Army, who have co-operated in a manner that has won the admiration of the whole country.

LYNMOUTH

THE PROGRESS OF REHABILITATION

Military and Civilian Workers Continue with the Task of Restoring the Stricken Resort to Normal Conditions

ON THE UPPER REACHES OF THE RIVER LYN THE WORK GOES ON: *Left*—The new Bailey bridge built at Barbrook, the village where the Lyn in spate claimed its first victims during the disastrous night of flooding. *Right*—Drilling boulders in the West Lyn River prior to blasting them from the bed. How these massive boulders came to be shifted by the floodwaters is an indication of the truly overwhelming force of the torrent which swept down from the heights of Exmoor.

WHERE THE LYN FLOWS SEAWARD : Bulldozers helping to build up an embankment near the mouth of the river, thus preventing it from spreading far and wide over the beach area. They are also helping to build up the sea-wall against the danger of the September tides. Some of this heavy equipment has been brought from far afield.

THE CARAVAN SITE FOR SOME OF THE LYNMOUTH HOMELESS : Troops laying drains on the site, and on the left one of the first caravans to arrive. This caravan was fully equipped and made ready for use two days after the flood disaster. Villages near Chippenham, Lower and Upper Seagry, and Startley organised the gift, and other villages co-operated.

ONE OF THE MASSIVE BULLDOZERS OF WESTERN COMMAND AT WORK BUILDING UP THE RIVER EMBANKMENT AND SEA-WALL : Troops have been working day and night to build up this barrier against the high tides. It was estimated that work on the wall would be completed at the start of this week, a few days in advance of the anticipated September high tides.

EISENHOWER IN MANHATTAN
STEVENSON IN THE NORTH WOODS

The Rival Candidates for the American Presidency as they Prepared for the Rigours of the Campaign

HE IS LOSING THE FIGHT, SAY THE EDITORS OF NINETEEN NEWSPAPERS: General Dwight Eisenhower acknowledging an ovation in characteristic fashion after addressing the American Legion Convention in New York—the same Convention which his rival, Mr. Stevenson, was destined to address two days later. Many Republicans, headed by the *New York World Telegram*, have been chorusing of late that Eisenhower is running "a mere milk-and-water campaign" that is producing no votes. "Ike is running like a dry creek," ran one headline last week, while the same newspaper editorial inquired when he was going to start swinging hard at the Truman administration. The pro-Eisenhower *Wall Street Journal* has also commented at length on the campaign, saying that the Republican candidate is getting disturbing reports from his campaign aides. At the American Legion Convention Eisenhower did not have a full house. Indeed, hundreds of seats were empty. It was noted two days later that there was a much greater volume of applause for Stevenson. After his American Legion speech, in which he spoke of America's answer to Communist tyranny, Eisenhower set out by plane on his first invasion of the deep south in his quest for votes in the Democratic strongholds. One State where he may well prosper is his home State of Texas, whose leaders are repudiating Stevenson because of his attitude to the off-shore oil concessions.

THE AMERICAN LEGION PARADE DOWN FLAG-DRAPED FIFTH AVENUE: This was the traditional prelude to the Convention. Among those who marched in the procession was General Eisenhower. He went with the contingent from Abilene, Texas, which is his home town. *Below*—Madison Square Garden during General Eisenhower's speech to the Convention.

GOVERNOR ADLAI STEVENSON GOES FISHING AT MINOCQUA, WISCONSIN: The Democratic candidate for the Presidency with Melvin Glasted, caretaker of the summer estate where he has been on holiday, before embarking upon the full rigours of the election campaign. *Right*—Governor Stevenson wipes his brow during a tussle with a wooden log during his holiday in the north woods of Wisconsin. Governor Stevenson, like his rival, General Eisenhower, has been under fire from both friends and foes. Mr. Stevenson's trouble has been with the Texans, who think he should have taken quite a different stand on the question of State ownership of the off-shore oil resources. Governor Stevenson has supported the idea of Federal ownership of the oil. Supporting President Truman's stand on this issue, the Governor rebuffed Governor Allan Shivers, of Texas. As a result, the Democratic campaign for Stevenson in Texas may be only half-hearted and it may well be that General Eisenhower will win the State for the Republicans.

IN DOWNTOWN BAKERSFIELD, THE CITY OF THE SAN JOAQUIN VALLEY, CALIFORNIA, WHICH HAS BEEN DAMAGED BY AN EARTHQUAKE FOR THE SECOND TIME IN THIRTY-TWO DAYS: Hardly a building in the business and shopping sector remains unaffected and the total damage has been estimated at 20,000,000 dollars. Two lives were lost in this second earthquake.

THE SECOND SAN JOAQUIN EARTHQUAKE

Leaves Hardly a Building Undamaged in the City of Bakersfield

In July an earthquake at the southern end of California's San Joaquin Valley hit the city of Bakersfield, damaging the court-house, the City Hall and the General Hospital. The total damage in the Bakersfield area was estimated at 40,000,000 dollars. Now another earthquake has increased the total destruction in Bakersfield to 60,000,000 dollars, two more people have died, and thirty-two more people have been injured.

In downtown Bakersfield the scenes of devastation were appalling, and the police found it necessary to cordon off the six central city blocks for several days after the disaster. Seismologists at the California Institute of Technology foresee another year of shocks in this part of the San Joaquin Valley, most of them minor after-shocks. It is thought that the latest shock might have been on the San Andreas Fault, which is the major earth fracture running through California. Other quakes and after-shocks near Bakersfield have been located on the Bear Mountain Fault and also the Kern River Fault.

It was a remarkable fact that railroads and highways in the San Joaquin Valley which suffered in the July earthquake emerged almost unscathed from the August earthquake.

IN THE STRICKEN DOWNTOWN SECTION OF BAKERSFIELD, WHICH WAS CLOSED TO THE PUBLIC IN THE DAYS IMMEDIATELY FOLLOWING THE SECOND EARTHQUAKE: *Left*—A crane salvaging farm machinery from a sales-room which was almost completely wrecked. Many streets in Bakersfield were filled with shattered glass and rubble, being rendered impassable until bulldozers had got to work. In the background are the premises of the Kern County Equipment Company, where one man lost his life. *Right*—This was the scene of destruction in Lerner's Clothing Store, where a woman shopper was killed when the roof collapsed.

THE WRECKAGE OF THE FIRST CONGREGATIONAL CHURCH OF BAKERSFIELD: Part of the brick façade fell to the ground during the ten-second tremor which shook the city, but the cross remained intact. The centre of the earthquake was situated about 7 or 8 miles outside Bakersfield.

DEBRIS LITTERS THE STREETS IN THE SHOPPING AREA: Residents, still on edge from the previous earthquake, rushed from the buildings as they began to rock, but there was no panic. A great cloud of dust hung over Bakersfield for more than an hour after the main earthquake tremor.

FLATS ON "LEGS"—A RECENTLY-COMPLETED BLOCK OF FLATS IN WEST LONDON: This block of flats, put up under the Paddington Housing Scheme, is one of the new sights of Bishopsbridge Road. Many of the flats have already been occupied. Another block of flats built on "stilts" is situated in North London, opposite Sadler's Wells Theatre. Since the completion of the Islington flats the forecourt has been laid out as a vast garden and the area has been made most attractive. The design of the flats bears some resemblance to the "Le Corbusier" block at Marseilles. One reason for the design is to enable air to circulate freely.

The CHANGING FACE OF LONDON

Big Buildings, Modern Flats, and Some Picturesque and Quiet Corners of East and West London

The changing face of London owes much to the destruction caused by bombing in the Second World War; but even so one of the capital's biggest and newest blocks of offices was designed before the war, and work on its construction, on the site of the old Whitehall Palace, did actually begin long before September 1939. This massive ten-storey building, known as "Whitehall Gardens," and scheduled in 1936 to house four Ministries, has done much to change the immediate vicinity of the War Office building.

Already "Whitehall Gardens" houses 2,700 Civil Servants, and the population will be increased by a further 2,000. But even before the building has been completed its usefulness has been challenged. A recent newspaper report stated that a Board of Trade official had declared the building to be a "paradise for bureaucrats" and typical "of the dead hand of the past lingering on in the building's present design." But on the other hand a glance from the South Bank shows the building in a very different light, its graceful lines dominating the north Embankment and much to its advantage.

Of the City area which suffered vast damage by bombing there is a different story to tell. Although most of the bomb-damage has been cleared away comparatively little building has been carried out, and the reason is not far to seek, for the price of land remains fantastic, and vast areas still remain as wildernesses strewn with ferns. Developing a bombed site that has cost, say, £1,000,000, inevitably breeds a conflict between the planning authority and the developer. Even so, several massive buildings have been erected on various sites in Central London, and some of them are very pleasing architecturally. Outside the City itself local councils have pushed ahead with their housing programmes and new estates have been opened up by the London County Council.

LOOKING THROUGH AN ARCH AT THE WAR OFFICE BUILDING TO THE TEN-STOREY BUILDING KNOWN AS "WHITEHALL GARDENS": Built at an estimated cost of £6,000,000, this vast new block of Civil Service offices off Whitehall will be completed by 1953. The building has 900 rooms.

THE "MONSTER OF WHITEHALL" WHICH STANDS ON THE SITE OF OLD WHITEHALL PALACE: The building was begun in 1938, left during the war, and restarted in 1946. The building forms part of a plan drawn up before the 1914-18 war when the great rectangular space bounded by Whitehall, Horse Guards Avenue, Richmond Terrace and Victoria Embankment was scheduled to be occupied by the biggest Government block of offices ever envisaged in this country. It was stated in 1936 that this block would have a main frontage of 550 ft. and a height of 128 ft. Before the Second World War preliminary excavations were carried out, and at the time the foundations of the old Palace of Whitehall were unearthed. Also unearthed was a flight of steps leading down to what was then the River Thames. In Tudor days the river flowed along a slightly different course and it was not until the '60's of the last century that work was begun on the Embankment we know to-day. It was then that the Thames was compressed in width by at least 100 yards.

ONE OF THE PRETTIEST CORNERS OF LONDON'S WEST END—WILTON ROW, ONCE A MEWS AND NOW A RESIDENTIAL AREA: For some time now Wilton Row has forsaken its old business, when stately carriages were to be seen entering the mews, to become a quiet residential area, situated within a short distance of Hyde Park Corner. The upper storeys of the buildings have always been living quarters, but now the ground floors—which at one time served as stables—have been converted into living-rooms and each former stable now serves as a house. The double doors have been converted to a new use, while awnings, window-boxes and potted plants have been added wherever possible in order to make Wilton Row into a gay square. In the picture *below* some of the double doors of the old stables are seen in greater detail. One pair has been converted into an attractive front door, while the others have been retained in their former state.

THIS PRIZEWINNING "DEAD END" GARDEN IS DEDICATED TO THE MEMORY OF THE MEN OF THE NEAR-BY LITTLE STREETS WHO DIED IN THE 1914-18 WAR: Sixty-one-year-old Mr. Wally Newman and fifty-three-year-old Mr. Ted Adler (nearest camera), tending the 100 fish-boxes of flowers which adorn their cul-de-sac in London's East End. The two men, who have spent an hour each night for five years tending their flowers, have won the Alice Memorial Cup for London's best window-box display.

THREE BRIDGES

It is Sixty Years Since Work Began on the Famous Rail Link Across the Forth; Painting Tower Bridge; Catching the Ferry to Asia

On right—

A POEM IN STEEL: The world may boast larger, longer bridges than the Forth Bridge, but to Scots—and to hundreds of thousands of overseas visitors who have marvelled at its elegance and beauty—it remains one of the greatest triumphs in steel construction ever completed. Begun sixty years ago, this mile-and-a-half bridge spans the estuary of the Forth between North and South Queensferry. The cost of construction was £3,000,000, and more than 54,000 tons of steel and 6,500,000 rivets were used. Painting its 135 acres of steelwork takes forty steeplejack painters three years to complete. As soon as they finish, they start again at the other end. The foundations reach 91 ft. below water-level, and the extreme height is 361 ft. above the highest water-mark—almost equal to the highest point of St. Paul's Cathedral.

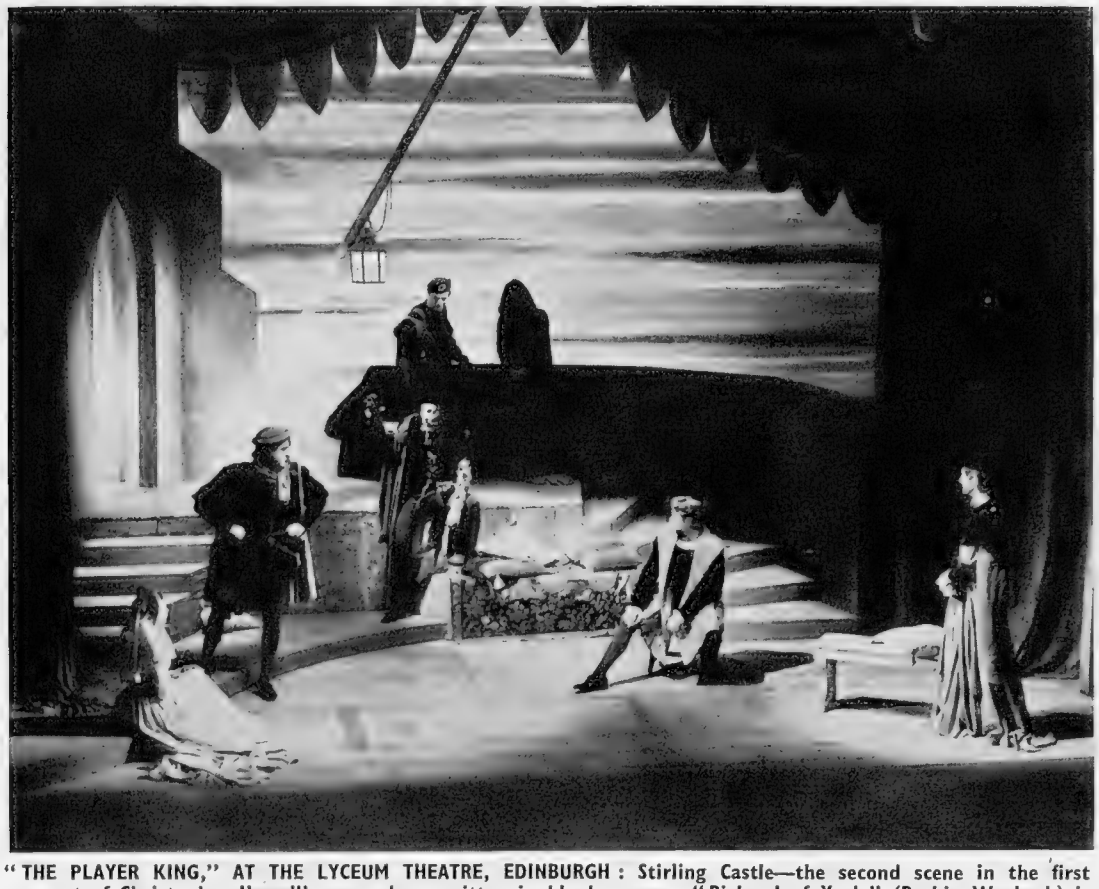
Below—

CATCHING THE FERRY TO ASIA: Streaming across Istanbul's Galata Bridge after work are Turks who live in Asia and work in Europe. Fifty-eight ferries carry 250,000 people each day across the Bosphorus, the strait which separates European and Asiatic Turkey.

CRADLED ABOVE THE THAMES: High above the roadway of Tower Bridge, painters are now engaged on the painting of the suspension cables. The men have first to pull themselves up to wires stretched between the main towers and the anchor tower at the entrance to the bridge. Then they pull themselves along to the cables they have to paint. Tower Bridge, about 800 ft. long between the abutment towers, was designed by Sir Horace Jones and Sir John Wolfe Barry, and was built in 1886-94 at a cost of £800,000. Including the approaches, the cost of the bridge was £1,500,000.

EDINBURGH FESTIVAL'S LAST WEEK

AND OTHER NEWS OF STAGE AND BALLET



"THE PLAYER KING," AT THE LYCEUM THEATRE, EDINBURGH : Stirling Castle—the second scene in the first act of Christopher Hassall's new play, written in blank verse. "Richard of York" (Perkin Warbeck) is seated on the right of the picture. The story of Perkin Warbeck, the fifteenth-century Pretender to the crown of England, has provided Christopher Hassall with the central character of his second full-length play in verse (his first, *Christ's Comet*, was performed at the Canterbury Festival in 1938). He wrote the new play specially for the Edinburgh Festival and has made use of the most recent theory on the birth of Perkin Warbeck which, although unproven, derives from a discovery made in 1913 in the State archives, Milan. Hassall began his career as an actor and was Director of Speech at the Old Vic for two years.

LADY KATHERINE GORDON, JAMES IV OF SCOTLAND AND PERKIN WARBECK : Heather Stannard, Andrew Faulds and Tony Britton in Christopher Hassall's new verse play, *The Player King*, which was performed for the first time in the second and third weeks of the Edinburgh Festival.

GERMAN OPERA AT EDINBURGH : Theo Herrmann as Baron Ochs, Hedy Gura as Annina, and Fritz Gollnitz as Valzacchi in the Hamburg State Opera Company's production of Strauss's *Der Rosenkavalier* at the King's Theatre, Edinburgh. Herrmann's characterisation of the part of Baron Ochs was highly praised.

"DER ROSENKAVALIER" AT THE EDINBURGH FESTIVAL : A scene from Gunther Rennert's production at the King's Theatre. The Hamburg State Opera is the first company other than Glyndebourne to perform opera at the Edinburgh Festival. A new departure at this year's Festival has been the visit of the Hamburg State Opera, presenting a cycle of German operas in the national style. Other productions have been *The Magic Flute*, *Fidelio*, *Freischutz*, *Die Meistersinger* and the first stage performance in this country of Hindemith's *Mathis der Maler*. Hamburg claims to have the oldest opera company in Germany and many famous names have been connected with it. The present company has attained a very high standard, and visitors to the Edinburgh Festival have been given a superb opportunity for comparing the German style with the British.

On left—

MOIRA SHEARER WITH AILSA MARGARET SHEARER : The famous, red-haired prima ballerina of the Sadler's Wells Ballet gave birth to a daughter on August 11. Moira Shearer, who married Ludovic Kennedy two years ago, was to have starred in the film of the life of Hans Christian Andersen, which is being made in Hollywood. Late last year she announced that she must give up the part.

On right—

THE DIRECTOR OF THE OLD VIC WITH HIS NEW JULIET : Hugh Hunt and Claire Bloom discuss Mr. Hunt's production of *Romeo and Juliet*, which had its premiere at the Edinburgh Festival and which opens this year's Old Vic season on September 15. The young actress, who was chosen by Charlie Chaplin to play opposite him in his new film, *Limelight*, will have Alan Badel playing her star-crossed lover.

ANIMAL PARADE

King Penguins in the Zoos of London and Edinburgh; a New Rhino for Paris; Indian Otters in Regent's Park

A KING PENGUIN AND HER CHICK AT THE EDINBURGH ZOO: King Penguins are difficult to rear in England, but in the cooler climate of Scotland they seem to thrive. Edinburgh Zoo is proud both of its fine collection of penguins and of the number of King Penguins successfully reared there. A number of King Penguin eggs have been laid and hatched in Edinburgh again this year. These comical birds seem to live quite happily in confinement. One of them, brought to Edinburgh from the Antarctic in 1914, lived there for some twenty-seven years.

TUBBY, A KING PENGUIN AT THE LONDON ZOO, FEEDING HIS NEW OFFSPRING: **Unlike the Edinburgh Zoo, London has had very little success in rearing King Penguins. Only twice before have eggs been hatched, and on each occasion the chick died some weeks later. At the time of writing the new chick in Regent's Park is thriving, and has just begun to sit upright.** King Penguins lay only one egg and the incubation, which is shared by both parents, lasts for seven weeks. The egg is held between the feet, and the muscles of the birds' abdomen fall down to cover it. The chick remains in the downy stage for a long time before acquiring adult plumage.

On left—
INDIAN OTTERS BEGGING FOR TITBITS: Visitors to the London Zoo will find it hard to obey the order that these animals must not be fed, for their look of earnest appeal is all but irresistible. The Indian otter closely resembles the European otter both in appearance and in habits.

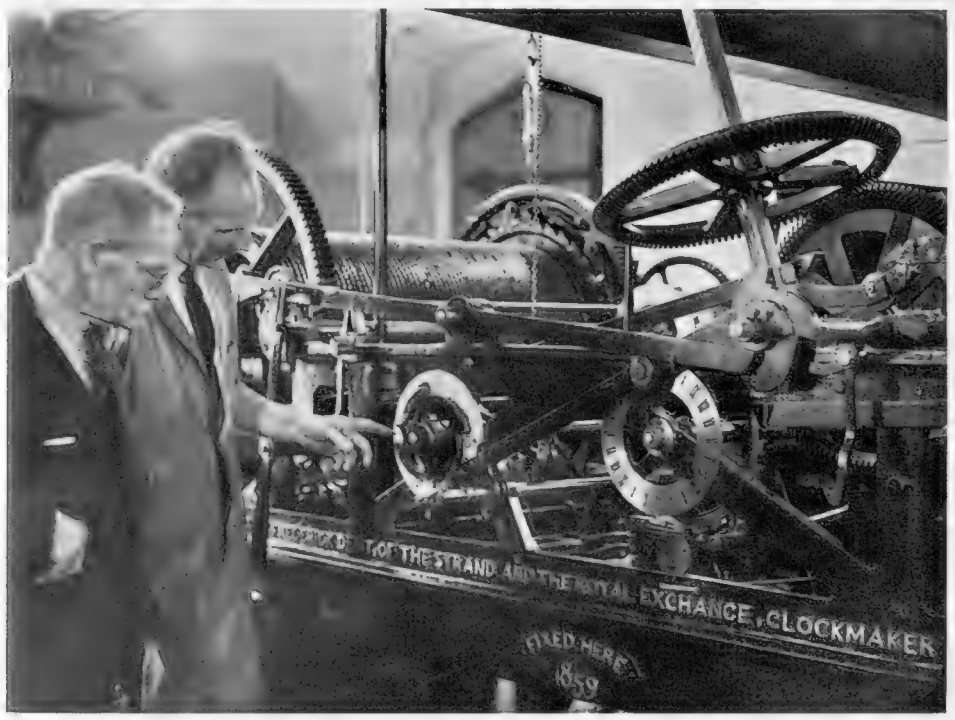
Above—
FRANÇOIS, THE YOUNG RHINOCEROS AT THE VINCENNES ZOO, PARIS: He was taking his first constitutional in the Paris air after being in quarantine since his arrival from Africa. Rhinos are bad-tempered creatures in the wild, but in captivity they often become remarkably docile.

THE WORLD'S MOST FAMOUS CLOCK

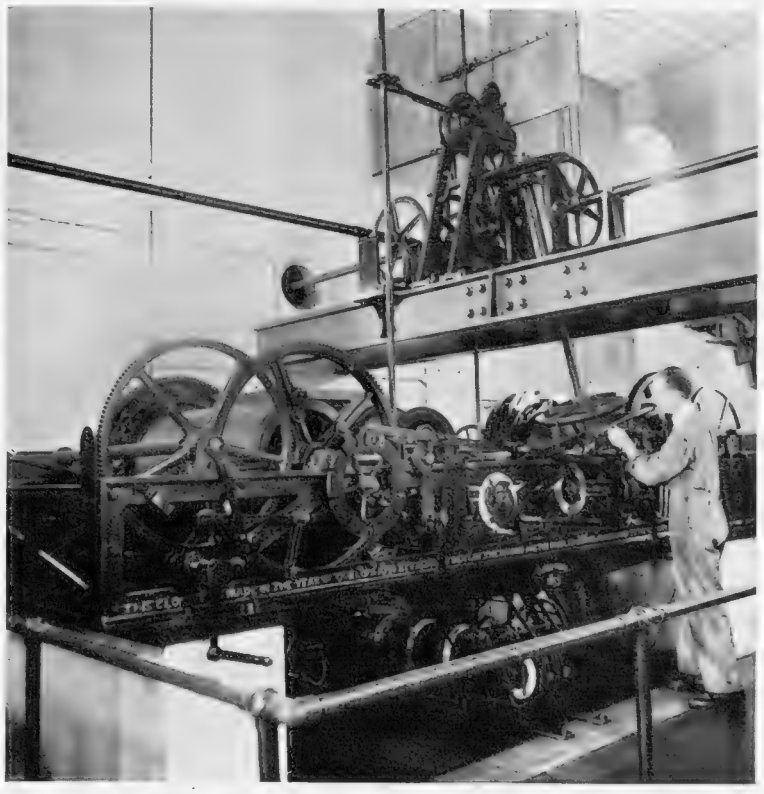
Looking into the Works of "Big Ben," the Great Clock which has Told Londoners the Time Since 1859

BEHIND ONE OF BIG BEN'S FOUR FACES: Each of the four faces has a diameter of 23 ft. The minute hands are 14 ft. long, each weighing about 2 cwt. The figures are 2 ft. long and the minute spaces 1 ft. square. The inner gallery behind the clock-faces is reached by a winding staircase of 374 stairs.

"BIG BEN" ITSELF—THE GREAT BELL IN THE CLOCK TOWER OF WESTMINSTER PALACE WHICH WAS NAMED AFTER SIR BENJAMIN HALL, FIRST COMMISSIONER OF WORKS AT THE TIME OF ITS ERECTION: Cast at Whitechapel in 1858, "Big Ben" weighs 13½ tons and the clapper which strikes it, seen outside the bell on the extreme right, weighs 7 cwt. The four quarter-chime bells together weigh 8½ tons. The chimes of "Big Ben" have been heard on the radio every day since December 31, 1923.



EXAMINING THE WORKS OF THE WORLD'S MOST FAMOUS CLOCK: Mr. C. King (right), a maintenance engineer, showing Mr. Lowe, a guide, some details of the mechanism of "Big Ben." The weights of the clock fall 175 ft. and weigh 2½ tons. The pendulum is 13 ft. long and has a "bob" weighing 4 cwt. During the night a lantern signal-light shining in the clock tower indicates that the House of Commons is in session.



OILING THE MACHINERY OF THE GREAT CLOCK OF THE HOUSES OF PARLIAMENT: The horizontal rods in the upper part of the picture pass through the walls and turn the hands on the four clock-faces. The clock's machinery is wound three times a week by a motor.

Although in popular usage the name "Big Ben" is now applied to the great clock of the Houses of Parliament, it belongs properly to the clock's great hour bell, which was named after Sir Benjamin Hall, the First Commissioner of Works at the time of its erection. There have been two "Big Bens." The first was cast at Stockton-on-Tees, and very narrowly escaped finding a resting-place on the ocean bed during a severe storm on its sea-journey to London. When eventually it reached Westminster, it was found to be two tons overweight, requiring a clapper twice as heavy as that provided. It was nevertheless erected, and there followed a controversy among musical experts as to whether its tone was true.

The dispute came to an abrupt end some months later, when the bell cracked, and a fault in its construction was discovered. "Big Ben" the first was then discarded, to be recast by Messrs. Mears, of Whitechapel. A flaw was again discovered in the new bell, which weighed 13½ tons, but this was patched up and the bell has hung in the tower ever since.

Enclosed by walls inside the four clock faces of the tower is the clockroom, where the "works" run smoothly and with little noise. Before 1913, two men were employed to operate the hand winding gear. It took them five hours a day on three days of the week. Later, a motor was installed to do the winding, and to-day the great clock is wound three times a week, the motor taking 40 minutes to complete each winding.

Big Ben has told Londoners the time since 1859, but for five centuries before that a clock-tower looked out on the great world centering on the Palace of Westminster, invaluable in an age when public clocks were rare and watches little in use. There is a story that the first clock on the site was built with money from a fine imposed on Sir Ralph Heigham, a Lord Chief Justice who was found guilty of altering a court record to benefit a poor man.

When Sir Charles Barry drew up his design for the new Palace of Westminster, he very happily made the clock-tower a leading feature. The choice of the clock-maker again occasioned great controversy, but eventually Frederick Dent, a chronometer-maker of the Strand, was commissioned for the task.

During the war Big Ben was temporarily put out of action by blast from a flying bomb. On another occasion the nine o'clock chimes coincided with an air-raid warning and the wail of the siren was broadcast thoughout Britain.

THE MOTOR INDUSTRY ENTERS A NEW PHASE

With the Return to More Normal Conditions More Manufacturers Reduce the Prices of Cars and More Cars are Removed from the Covenant Scheme

BY "THE SPHERE" MOTORING CORRESPONDENT

NEWS from the Midlands has not been good lately. The casual observer, indeed, might well be excused for thinking the motor industry is on the verge of a big slump.

There has been news of a drop in both production and exports during the first six months of the year . . . a number of factories have been getting rid of "redundant" work-people . . . more firms have had to reduce the prices of their cars . . . and more cars have been withdrawn from the covenant scheme.

These facts would seem to add up to a much more dismal picture than that which actually exists. In point of fact, there is a very buoyant spirit in the industry just now, and with the Motor Show approaching, this is no time for pessimism.

The more sober-minded leaders in the industry have realised all along that the seller's market could not possibly last for ever. It was splendid while it lasted, but many executives actually welcome a return to more normal conditions, in which cars can sell only on merit and in which they have more scope for their salesmanship, with honest returns for a good product.

In the first six months of 1952 we built 228,050 cars, and that is a drop of almost 16,500 on the corresponding figure for last year. Exports totalled 184,000—about 2,000 fewer than we sent abroad last year in the same period. It is significant, however, that the total value of these exports, £65,600,000, exceeded by £9,000,000 the income from the sale of a greater number of cars in the first half of 1951.

The drop in production reflects both the shortage of steel and other materials and the falling-off in demand in the export markets. And one of the main reasons for the smaller export sales is the import restrictions imposed earlier this year by Australia and New Zealand—two of our best customers.

With the Austin Motor Co. getting rid of 800 workpeople and Rovers dismissing eighty of their employees, it might easily be thought that production is taking a further downward swing, and that other firms will soon have to make labour cuts. But when you take a close look at the facts you find something quite different.

The Austin cuts, I am assured, were entirely due to the streamlining process which has to go on all the time in order to reduce production costs to the minimum and so enable Austins to compete as advantageously as possible in the overseas markets with the products of Germany, France, Italy and America. In the case of the Rover Company I find that the labour cut at Solihull was due to the fact that more and more of their fast-selling Land-Rovers are being assembled abroad

The latest firms to announce price-cuts were Rootes and Jowetts. The Humber Super Snipe now costs a total of £1,292 (including £462 tax), which is an overall reduction of £335. Jowetts have reduced the list price of their Javelin standard saloon from £725 to £695, which means an overall cut of £47 when you take purchase tax into account, the new selling price being £1,082. Total cost of the de luxe Javelin is now £1,207—a drop of £54—and the price of the Jowett Jupiter sports car has been reduced by £234 to £1,284 (including tax).

Two of these models—the Super Snipe and the Javelin—are cars recently released from the covenant and declaration scheme. The latest models to be added to the covenant-free list are the Sunbeam Talbot saloon and coupé. Reason for removing a car from the provisions of the no-sale covenant is that its second-hand prices have fallen to a point which makes it no longer necessary to protect the public from black-market profiteering in that make of car.

It seems that the current market prices of used models of cars removed from the covenant restrictions have, by and large, shown no inclination to drop still further, and they are not expected to do so.

For one thing, it is thought that a number of manufacturers have already delivered to the home market nearly all the cars they are permitted to sell domestically under the quota scheme.

If this is the case, they will have to concentrate more on the export market from now on if they are to qualify for their full allocation of steel next year. This would mean fewer of their cars for home customers and the prices of their used models would tend to harden as a result.

A number of new British models are expected to make their bow at the coming Motor Show. It will again be staged at Earls Court by the Society of Motor Manufacturers and Traders and will be opened on Wednesday, October 22, by Earl Alexander of Tunis.

Thirty-two British and twenty-five foreign car-building firms will be represented this year, and the Spanish "Pegaso" car will be on show in this country for the first time. An interesting innovation will be a composite stand for the display of British racing cars.

I wonder what sort of attendance there will be at this year's Show? The figures have fluctuated quite a bit in the last four years. In 1948, when the post-war interest of a car-hungry public was at its peak, 562,968 people paid for admission. The total fell to 355,486 in 1949, rose to 475,326 in the following year and dropped again last year to 373,128.

THE CHANNEL TUNNEL IS IN THE NEWS AGAIN: The proposed tunnel under the English Channel between Cap Gris Nez and Folkestone has again been scheduled for early discussion by both English and French committees. The project was first brought up in 1880, but was abandoned after opposition was made by the British War Office. The proposed egg-shaped channel tunnel will be in four parts: two railways and two roads, with space between each section in order to allow running repairs to vehicles.

Motoring correspondents get the opportunity of trying out cars of widely-ranging styles and characteristics, and there could be no greater contrast than that provided by two I recently road-tested. One was an M.G. T.D. Midget, the other a Humber Pullman limousine. Both are excellent in their own special class.

It is a joy to drive the Midget, but you cannot truthfully say that about the Pullman—and the makers will understand that I mean no disrespect. Each car performs admirably the job for which it was designed.

The M.G. gives you zestful motoring of the kind for which the enthusiast yearns, with snappy acceleration, excellent road-holding, a gear-box that lets you play a symphony of speed—and an exhaust note that discreetly speaks of power under the bonnet.

The Pullman is not so much a car as a mobile sitting-room or—when used by the business executives among whom it is so popular—a conference-room on wheels. It will seat eight people and will take them quickly and comfortably wherever they want to go, whether it be the theatre round the corner or to a business appointment hundreds of miles away.

The Mark 2 T.D. costs £585 or, with tax, £921 10s. It is good value. The lively 4-cylinder overhead-valve engine of 1,250 c.c. develops 54.4 b.h.p. at 5,200 r.p.m. It has independent coil springing at the front, room for two people with a little luggage, a petrol-tank of generous size (11 gallons) located at the rear in traditional Midget style, and a hood that can be erected quite simply.

The Midget is a car for the connoisseur. It does an honest 75 miles an hour yet it is not necessary to get anywhere near that pace to enjoy the car's easy gait, the purr of its exhaust and the rush of the wind on your cheek.

Price of the Pullman limousine is £1,600, increased by tax to £2,490. It has a 6-cylinder engine of 4,086 c.c., a top speed of over 80 miles an hour, a consumption of 17 miles to the gallon (unless you keep your accelerator foot hard down all the time) and a press-button control for the window which isolates the driver's seat.

The occasional seats in the rear compartment fold out of sight very neatly and the car has a degree of luxury which is usually associated with cars of much higher price. The car handled well (though a vehicle weighing more than two tons unladen and measuring nearly 18 ft. from bumper to bumper must always be a bit of a handful compared with an M.G. Midget), and I was agreeably surprised that the Pullman gave me so little trouble in city streets.

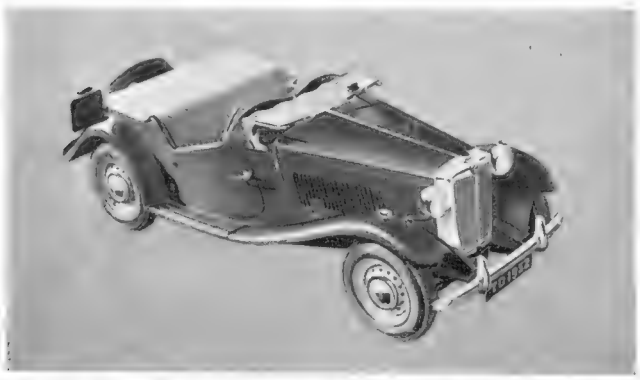
What a superb performance it was that the Jaguar XK 120 put up at Montlhèry! To keep going for seven days and nights at an average speed of over 100 miles an hour is a magnificent advertisement not only for Bill Lyons' own products but for British engineering as a whole.

Hearty congratulations, therefore, to all who helped to bring off this feat, and not forgetting the drivers, Leslie Johnson, Stirling Moss, Jack Fairman and Bert Hadley. Between them they logged 16,851 miles—and it would have been an even more impressive figure but for the misfortune of a broken road spring, which delayed them while it was replaced. This occurrence also prevents Jaguar Cars from claiming their 100 m.p.h. for seven days and nights as an official record, as (not unnaturally) the car was not carrying among its spares the spring which had to be fitted.

The "C"-type Jaguars which competed in the nine-hours race at Goodwood were not so lucky. Two of the three works teams had to retire and the other finished fifth after being delayed for thirty-six minutes, late in the race, by trouble with the rear axle.

The race was won at an average speed of 75.4 m.p.h. by a 2.6-litre Aston-Martin DB 3 driven by Peter Collins and Pat Griffith. The other two factory-entered DB 3's dropped out, the retirement of Reg Parnell's 2.9-litre car being very spectacular. It caught fire when petrol was spilled during a refuelling stop.

The race, organised by the British Automobile Racing Club and sponsored by the *News of the World*, was a very successful experiment, being the first event in Britain in which racing cars have kept going after dark. As they flashed round the 2½-mile circuit in the light of their headlamps, something of the atmosphere of the class twenty-four-hours race at Le Mans was captured.



A SMALL SPORTS TWO-SEATER WITH A WORLD-WIDE REPUTATION: The M.G. T.D. Midget, which can be tuned, in four stages, up to a maximum of 75 b.h.p. The overall length of the car is 11 ft. 9 ins; width 4 ft. 10 ins. and height 4 ft. 5 ins. It has rack and pinion steering and an 11-gallon rear tank. The cost of the car, including purchase tax, is £921 10s.

AN IDEAL TOWN CARRIAGE FOR FORMAL AND CEREMONIAL OCCASIONS: The Humber Pullman limousine (coachwork by Thrupp and Maberly), which embodies maximum passenger and driver comfort. Apart from being an ideal town car, the Pullman's powerful 4,086-c.c. engine makes the £2,490 car equally suitable for long-distance journeys, with a full complement of eight passengers and luggage.

In the special feature on Birmingham (The Industrial Heart of Britain) in THE SPHERE of August 23rd, a picture appeared of the Cathedral Church of St. Philip. The caption read "St. Philip's Churchyard, an oasis of quiet in the midst of the Great City: The Church of the Oratory of St. Philip Neri, to give it its full title, was completed in 1909 as a memorial to Cardinal Newman." The Provost of Birmingham writes to THE SPHERE to point out that the caption has confused the Roman Oratory with the Anglican Cathedral and asks us to correct the error.

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CHANEL

The World of Books—By VERNON FANE

A MAN WITH THE HEALER'S GIFT

W. J. Macmillan Discovered His Talent at a Dinner-party, and His Hostess was His First Patient

MR. W. J. MACMILLAN is an American, still young, who was in England in the course of his theological studies some years ago, when he was told by a well-known medium, and at a dinner-party, that he was a healer. Then and there, and to his bewildered resentment, he was asked to make a test by treating his hostess's sinus condition. The test was successful and he was started on the extraordinary career which he pursues to-day, and which he regarded from the start with the deepest suspicion, fear and even, he tells us, nausea.

THE RELUCTANT HEALER (Gollancz. 13s. 6d.) is Mr. Macmillan's own story and describes the steps, none of them easy, which he took to establish first of all the fact that he possessed the power, and second that he should be allowed to use it. From the first there was no lack of patients. The trouble came with the attitude of professional men, some of them jealous, some incredulous, some actively, though not openly, hostile. Mr. Macmillan tells the reader many of his case histories, and these are interesting enough, but he tells also of his own experiences and of the vital personal decisions he had to make, of which one was his relinquishing of the ministry. He writes thoughtfully and from its very content his book cannot fail to be an absorbing study.

THE HEAD OF WINSTON CHURCHILL FOR HARROW: Mr. N. A. Trent at work on his sculpture of the Prime Minister. Mr. Trent has also completed plaster casts of Her Majesty the Queen which have been approved for use next year by the Coronation Medals Panel.

A DOCTOR'S PILGRIMAGE (Harrap. 12s. 6d.) has that particular fascination common to nearly all books of memoirs written by medical men. It is modest, good-humoured, and it is also not without a measure of originality, for Dr. Edmund A. Basset's practice was in Canso, a remote spot in Nova Scotia. "Fish and fog, fog and fish, that 's all there is to the place," people would say of it, and to the unanalytical eye, that is all there was. But no town, Dr. Basset writes, looks the same to a doctor as it does to other people, and, one might add, to a man who is capable of a true diagnosis, even the smallest place may be alive with the fresh and the unusual. So, in any case, it appears to have been to Dr. Basset, who gave up his dreams of specialising in brain surgery among the aristocracy of his calling, to work on the curing of humdrum diseases among people who, to him, were never humdrum.

Although the theme of unrequited love through Mr. Robert Standish's new novel is strong enough to make the plot satisfactory reading on its own, it is, as before, in the Far Eastern settings and characters that the real flavour of the book resides. A WORTHY MAN (Peter Davies. 12s. 6d.) is, briefly, the story of a young Englishman working, in the 1920's, in the small Treaty Port of Chukiang, on the Yangtsze River. He has a position of trust in a big trading firm, where his other English colleague has more success as a philanderer than with his principals. On leave in England our young man, David, falls in love with a girl who will inherit the greater part of the firm's holdings, only to find that she is engaged to his unsatisfactory colleague in China.

The girl travels out to China to break off the engagement, but before she can do this the building in which she is living catches fire, and she is rescued at great personal risk by her fiancé. Although she has grown to dislike him she feels that she must marry him out of gratitude, and by this mistaken gesture at one stroke ruins at least three lives. The novel is slow-moving but effective, and where it is concerned with Chinese or Batavian scenes, has considerable quality.

In her more recent novels Miss Edith Pargeter has been obsessed by serious and sometimes political themes, but in HOLIDAY WITH VIOLENCE (Heinemann. 12s. 6d.) she takes a real holiday which she obviously enjoys. She takes four young people, scarcely out of their teens, on a journey to Venice, where they run into adventure of a spectacular and sometimes violent nature. Those who know and love Venice will recognise the authentic touches and be grateful to Miss Pargeter for this personally-conducted tour but, at the same time, they can scarcely fail to be held by the action and suspense of this very competent and enjoyable novel.

Czechoslovakia, France, Italy and Savoy are the backgrounds of four of this week's novels. First, Mr. Stefan Heym's THE EYES OF REASON (Cassell. 15s.), a long and powerful novel about the forces at work in Czechoslovakia since the war. The author, himself a German-born American citizen, has lived behind the Iron Curtain there and received the Government's permission to investigate the country's great glassworks after the State had taken them over. He writes therefore with knowledge as he writes with bias, but he is first and foremost a novelist, and his book has great narrative strength.

The family of brothers with which the story is concerned have each fought in their own way during the war, in spite of their separation. Joseph, the head of the family, as an officer in a Czech squadron in the R.A.F.; Karel as a member of the Underground; and Thomas as the "Voice of Freedom," writing and broadcasting from the United States. As owner of the family's big glassworks, Joseph concentrates on its management, bringing to the work his shrewdness and benevolence, the qualities which by former standards distinguished him as an excellent factory owner and in the present regime as a dangerous anachronism. Karel, as a doctor who has spent most of the war in concentration camps, takes on the job of works doctor and finds himself turning more and more to a new, revolutionary ideal, which will make a final break with Joseph inevitable. Between these two stands Thomas, who can only fear that the people are likely to lose their freedom, no matter which side triumphs.

THE HOUSE OF MEN (Bodley Head. 11s. 6d.), first published in Paris seventeen years ago, was one of the foundation-stones of M. Marcel Aymé's success, and established him not only as the gifted novelist that he is, but as a writer who had something fresh to say. The theme of this novel is, broadly, the effect of buildings on men and not, as would be more commonplace, the other way about. In Montmartre, a little shopkeeper by a freak of fortune becomes the owner of a big, modern block of flats. He may be described as a sentimental Communist, and he decides that he does not like his inherited property because it has neither the look nor the smell of a place where people live. He further considers that its occupants have no contact with one another, or with the neighbourhood. Opposite, by contrast, there is a small, low house very different in its nature and, by his findings, truly a house of men. In the end, and after many vicissitudes, he decides to pull down his great block of flats and that, in turn and naturally enough, starts a whole chain of events. It is hard to describe the lightness and fantasy of M. Aymé's touch. I can only hope that you enjoy this novel of his as much as I do, on re-reading it. The translation by Mr. Norman Denny is, incidentally, very good indeed.

THE ESTATE IN ABRUZZI (MacGibbon and Kee. 12s. 6d.) was the last novel of Francesco Jovine, who died two years ago at the height of his career. The novel is set in the 1920's when Mussolini was gaining power, and is a wonderful picture of the remote district of which the writer was himself a native. It is rich in character and incident, but particularly remarkable for the realism and tension of its atmosphere. The translation is by Mr. Archibald Colquhoun and is as distinguished as its original.

M. Michel Zeraffa's novel, THE LIVING AND THE LOST (Bodley Head. 15s.), is the story of six people who find themselves thrown together in a small village in Savoy, in 1937, on the threshold, as it were, of great events, and unconsciously form a bond between their number, which is to link them through the years to come. Georges, the student, Renee, the sick girl, Kurt, the German, Jean Plessis, Jeanne and Dr. Larue, their stories unfold against the background of war and defeat, occupation, resistance and liberation. It is a novel on a big scale and all the more noteworthy since it comes from the pen of a new writer who has been well served by his translator, J. M. Cohen.

Mr. Kevin Fitzgerald calls his new novel "A Story for a Journey," and while his modesty is to be commended (or possibly his amusing knack of getting it in first), it must be added that A THRONE OF BAYONETS (Heinemann. 10s. 6d.) deserves better things than this label, and that it is, in fact, a highly entertaining and exciting story, even for the chairbound. The opening to this tale of murder, attempted murder and general derring-do, is as concise as it is typical.

"My interview with the Prime Minister was short. I said, 'Good afternoon, sir. You sent for me?' He looked at a piece of paper, then at his secretary, then at me, and said, 'Yes, Harrison, I did.' He asked me three questions which I thought I answered rather well, told me the name of a man who might have stolen the paper, and instructed me to get it back." Within five minutes and eight lines he is shot in Whitehall and the chase—and the novel—is on.

DEATH IN CAPTIVITY (Hodder and Stoughton. 10s. 6d.) is a thriller plus. The setting is an Italian prisoner-of-war camp towards the end of Italy's fighting, and the essential mystery is provided by the death of a Greek officer, suspected of being a stool-pigeon. His body is found in one of the tunnels that have been made by a section of the Escape Committee, and since it is their longest and most successful tunnel they quickly move the corpse to another which the Italians may be allowed to discover. It then remains to find the murderer, decide on the Greek's degree of duplicity and continue escape efforts.

Mr. Michael Gilbert has a dexterous hand with this kind of thing and moves his story along briskly.

A PATTERN AMONG ALCOHOLICS

Marty Mann Surveys a Baffling Problem of the Age.

It had to come sooner or later: a book upon the scourge of alcoholism and the science of its prevention, an erudite treatise upon the drinking habits of the nation which apparently has 350,000 chronic alcoholics who, in greater or lesser degree, are a menace to a million or more people who have to live in their environment. Marty Mann's PRIMER ON ALCOHOLISM (Victor Gollancz. 8s. 6d.) is a sincere attempt to deal with a grave social problem, and the author strives to find a pattern of behaviour among the nation's sufferers. Her problem is not easy, however, for alcoholics are notoriously wayward, as witness her stories of an old lady of eighty, after a lifetime of sobriety, and a young man of eighteen, fresh from school, who fell victims to alcoholism with pitiful rapidity. Such people in their headlong haste towards self-destruction by-pass the so-called primary and secondary stages of the disease. Mrs. Mann's striving for a pattern to the problem before her is apparent on every page, and her failure to find it is no less clear. Perhaps she would have achieved greater success if she had pursued her researches into the wine and spirit trades, noting the profound differences between the two. She is deeply concerned with the symptoms of the alcoholic, but seems to forget altogether to dwell upon the various types of "bottled sunshine" which produce such symptoms when consumed to excess. What the author does really establish after 150 pages of fairly close reasoning and horrific example is that very few people really know anything about the problems of alcoholism; that beyond the widespread use of Tetraethylthiuramdisulphide, a sulphur compound which renders alcohol nauseating, and the well-defined technique of Alcoholics Anonymous (the fellows who come to sit upon your head until temptation passes), most doctors, psychologists and reformers are groping grimly amid a wilderness of conflicting facts, and one could sometimes wish that they were not quite so humourless about it.

The book reviewer's lot is a varied one, and there is nothing surprising in the fact that H. Warner Allen's latest gentle treatise upon wine calls for comment at the same time as Mrs. Mann's fierce examination of alcoholism. Mr. Warner Allen, as ever, is a pleasant and scholarly guide, and, as always with his writing, he imparts an impression of wine's civilising influence. Nothing could be a greater contrast to Mrs. Mann's chronicles of barbarism. Mr. Allen's description of the two important fortified wines, SHERRY AND PORT (Constable. 15s.), deals with some of the finer points of wine-making in Spain and Portugal, and the author advances an interesting new theory as to the origins of sherry and its conquest of the English market in Elizabethan days.

South Africa to-day is confronted with a problem no less bitter than that which gave rise to the war between the States in America, and it is the devout hope of the world that the internal antagonisms in the youthful Union can somehow or other be resolved by planning and negotiation. John Hatch, who made tours of the Dominion in 1950 and 1951, who knows the big cities and the shanty towns, the native territories and the farmlands where the Boer tradition is so robustly sustained, examines the conflict with much understanding and skill in his new volume, THE DILEMMA OF SOUTH AFRICA (Dennis Dobson. 18s.). When Mr. Hatch writes that he has developed a sense of sympathy and liking for all sections of the community, that is not mere fence-sitting. The genuine character of this author's approach is very evident, as also is his deep concern at the behaviour of a nation whose policy seems to be running directly counter to that of the rest of the world. The virulent poison of colour prejudice has eaten into the vitals of the South African nation, tragically destroying so much that is fine in the Afrikander tradition.

In CERNE ABBAS (George Allen and Unwin. 10s. 6d.), Mary D. Jones tells the story of a Dorset village through the ages, showing the pre-history conditions of this remote neighbourhood unit, the ecclesiastical period beginning with the founding of the Benedictine monastery and continuing for 500 years, and finally the development of the village from post-Reformation days. The author brings out in vivid detail the formative influences of the years, the long, slow, unending development of a way of life.

A MAN CALLED PETER (Peter Davies. 15s.) is Catherine Marshall's account of the life and ministry of her husband, Dr. Peter Marshall, a man whose sincerity, coupled with his Scottish gift of oratory, enabled him in such measure to bring God into the affairs of men. From the great New York Avenue Church in Washington, Marshall's voice reached its greatest power and widest audience, and the tragedy is that this man, whose approach to life and approach to religion were both so strong, should have died at the age of forty-six.

Here is a new volume for gardeners, entitled THE GREENHOUSE FOR PLEASURE AND PROFIT (Museum Press. 15s.). The author is Roy Genders, and his book is written in the same pleasant conversational way as his earlier works on mushroom-growing and chrysanthemum-growing.

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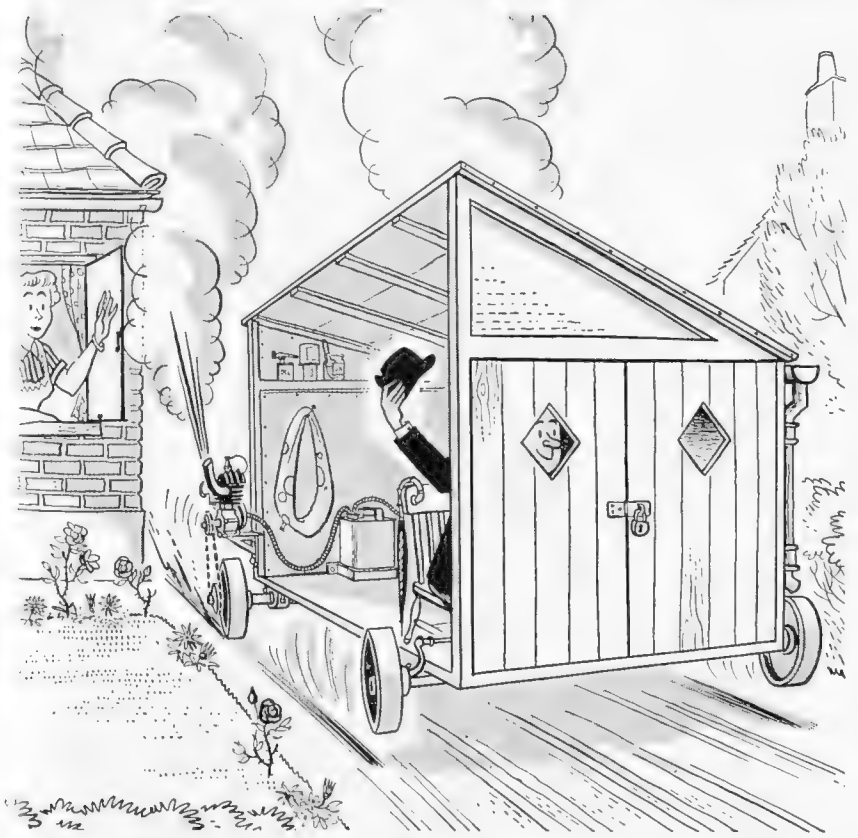

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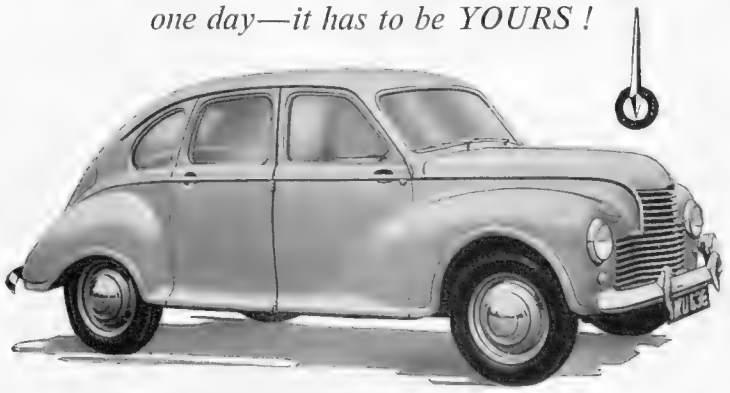

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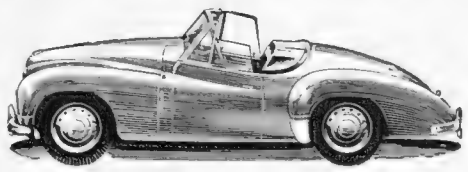

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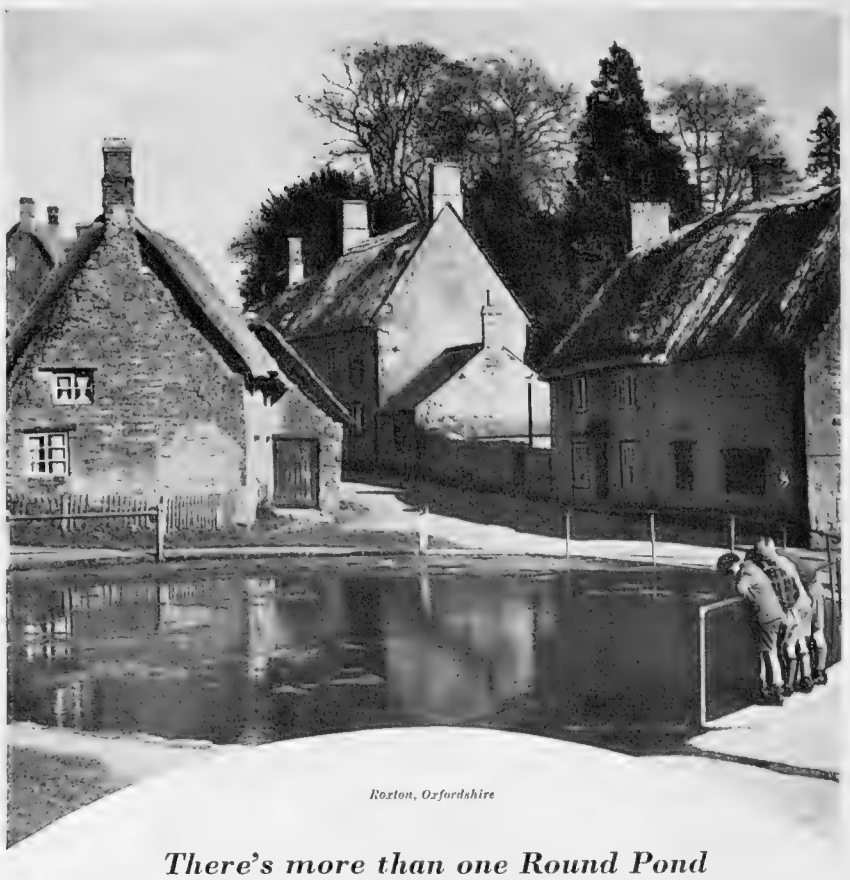

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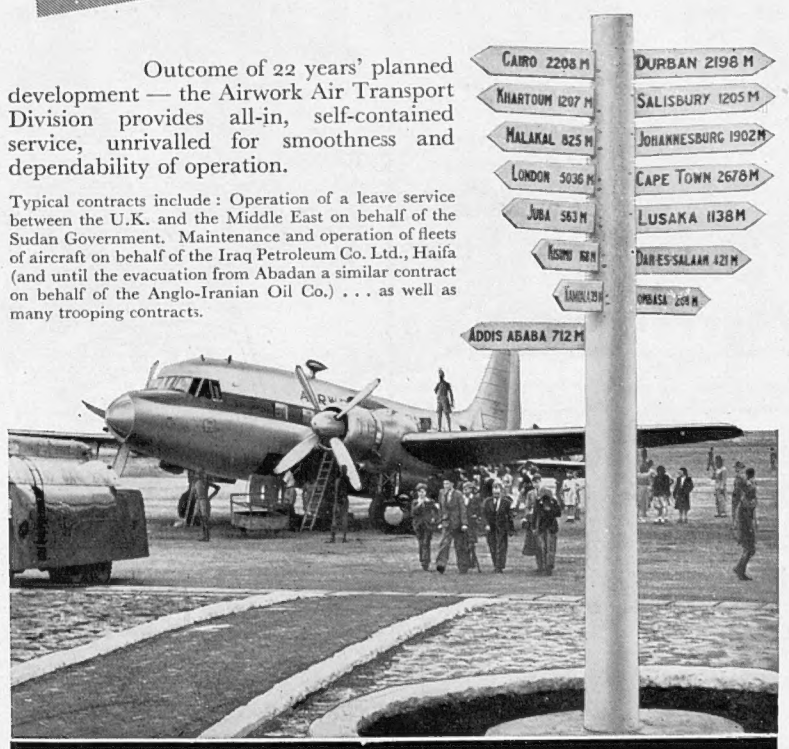

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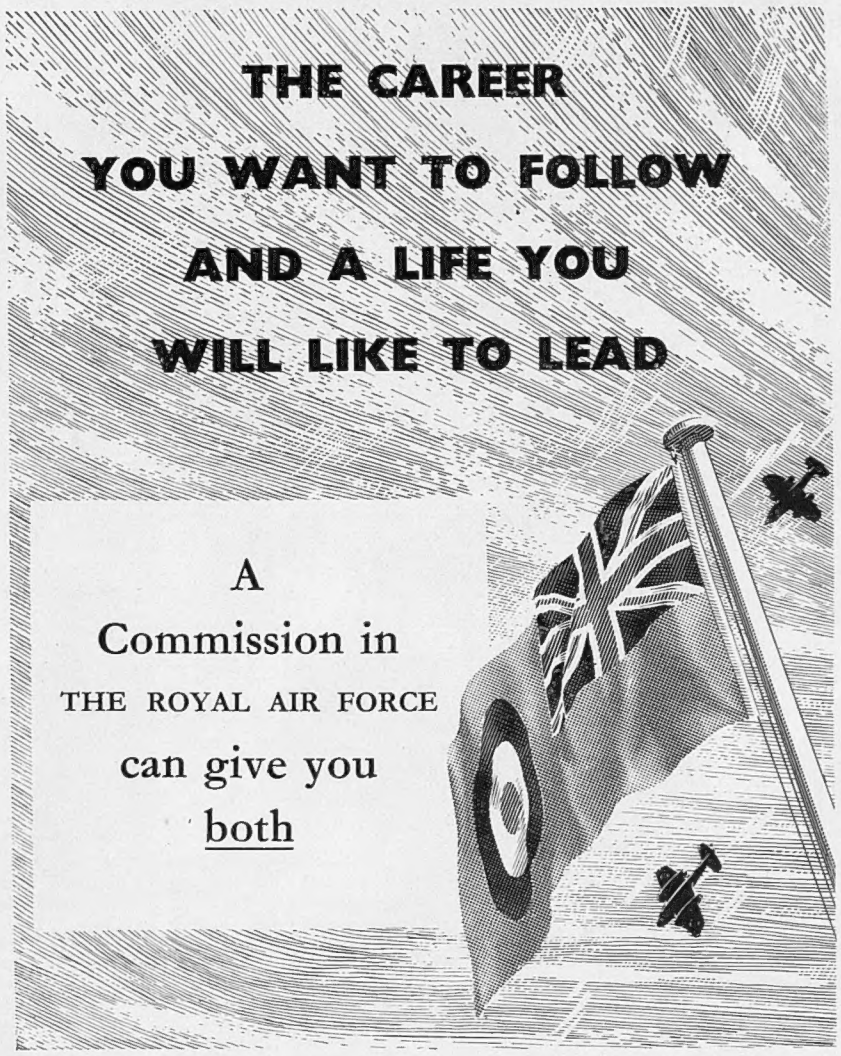

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	Technical	17½ — 27	*Higher National Certificate*
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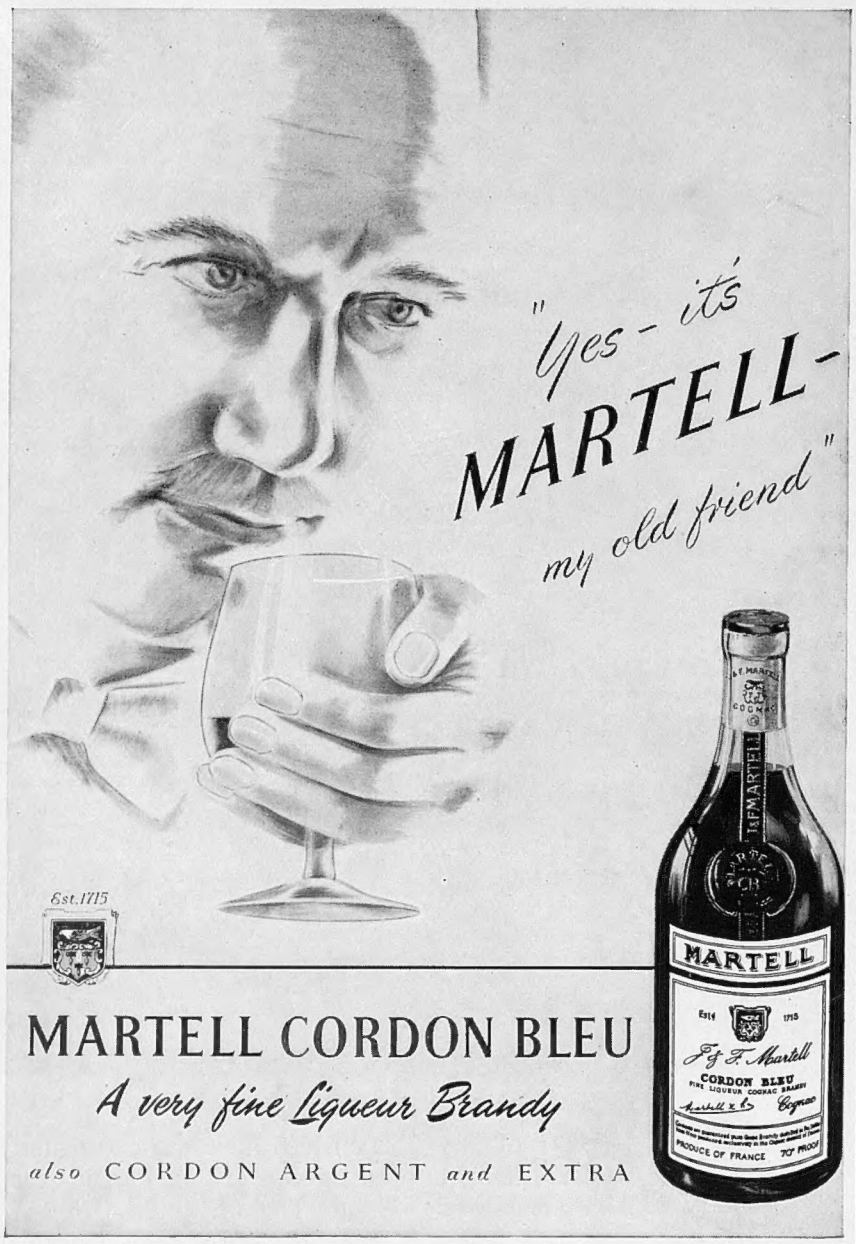
NATIONAL SERVICE	*Almost all*	*During period of service*	*G.C.E.*



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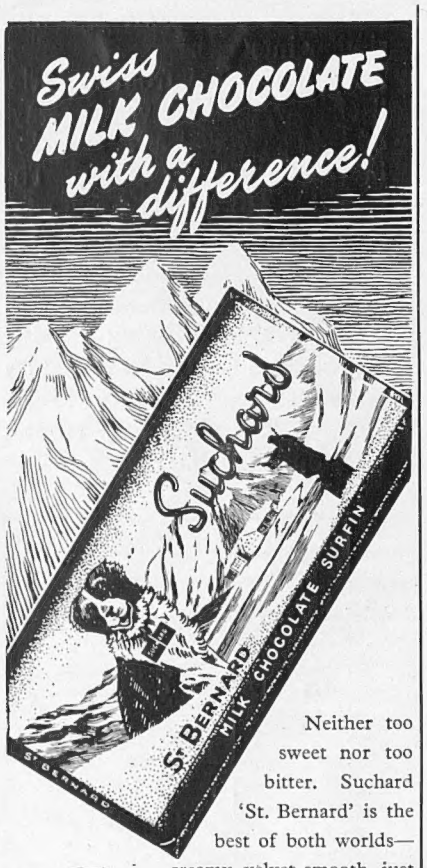

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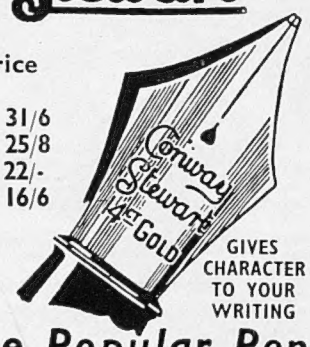

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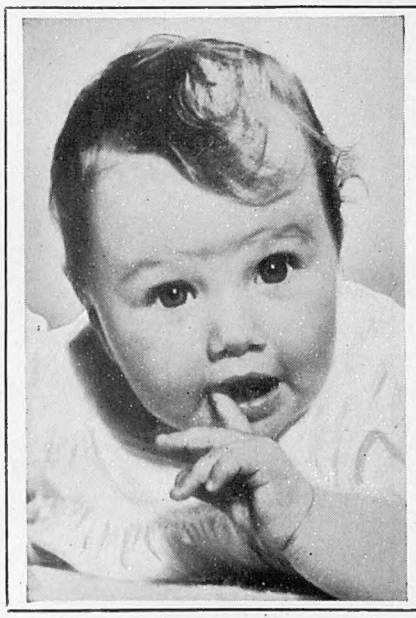

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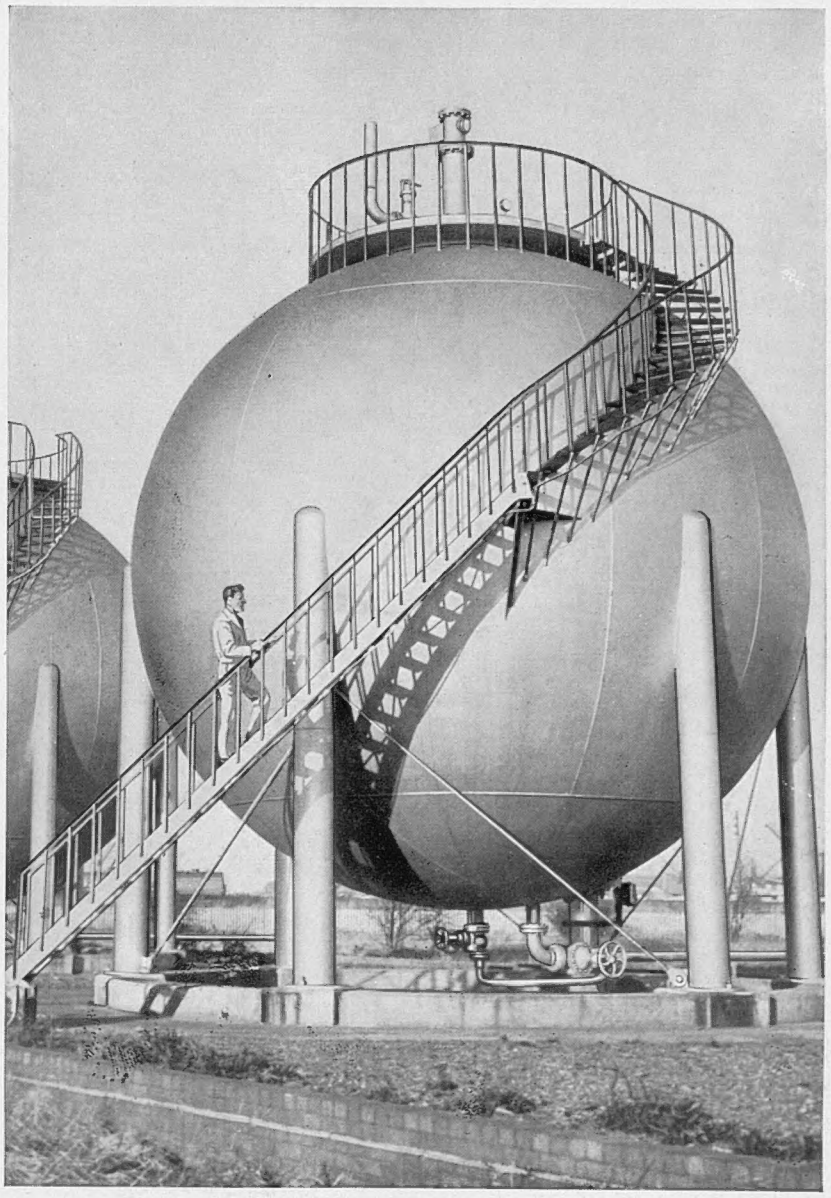

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LIMITED

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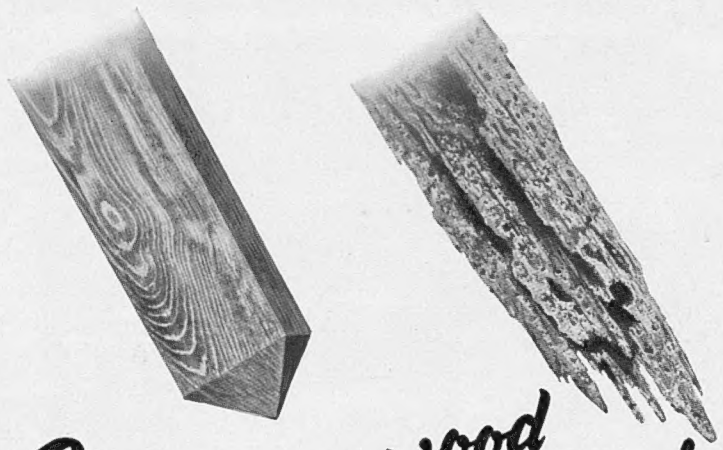

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